

# GRAIN DEALERS JOURNAL

Devoted to the construction and operation of better grain handling plants.

## Reduce Maintenance Costs

Solving drive problems and reducing maintenance costs are two reasons for the increased use of Fawcus Herringbone Gear Elevator and Conveyor Drives in grain elevator operation.

The day is rapidly approaching when Fawcus Drives will be universal as the driving units in both large and small elevators.

Fawcus Drives are being used by discriminating builders of grain elevators because they have advantages and features which contribute directly to efficient economical and continuous operation of the elevator.

Fawcus Herringbone Gear Elevator and Conveyor Drives saves considerable in space and are entirely closed in dust proof and oil tight cast iron cases.

### Durable Dependable Compact

Fawcus Herringbone Gears are hobbled by special machines which cut both halves simultaneously insuring a perfect tooth, teeth are opposite, that gives even continuous action, and quiet, efficient service under all conditions.

Our staff of engineers are ready at all times to advise on any of your drive problems.

## FAWCUS MACHINE COMPANY

Pittsburgh, Penna.

Co-Manufacturers: BRANTFORD, ONT., CANADA, Dominion Steel Products Co.

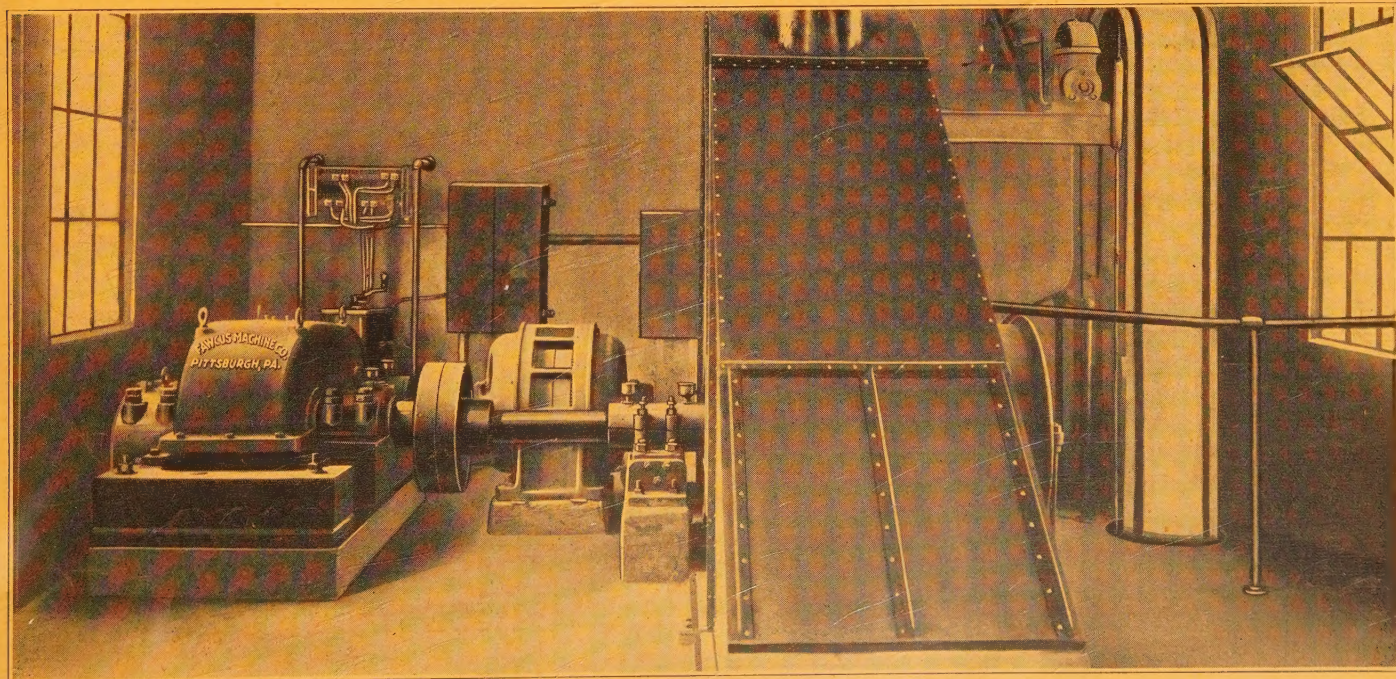
### REPRESENTATIVES:

NEW YORK, N. Y.  
Robt. C. Brown, 84 Pine St.  
MILWAUKEE, Wis.  
L. E. Meidinger

PORTLAND, Ore.  
Coast Steel Machinery Co.  
SAN FRANCISCO, Calif.  
K. W. Eichelberger

BOSTON, Mass.  
Catlin-Calder Co.  
WILKES-BARRE, Pa.  
Mining Equipment & Supply Co.

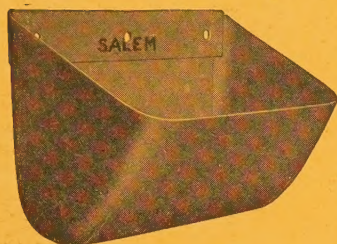
BIRMINGHAM, Ala.  
G. R. Mueller Co.  
CHICAGO, Ill.  
Hodgart & Co.



Two Fawcus Herringbone Gear Elevator Head Drives, 125 h.p., 690 to 29 R.P.M., Installed in Dellwood Elevator, Buffalo, N. Y.



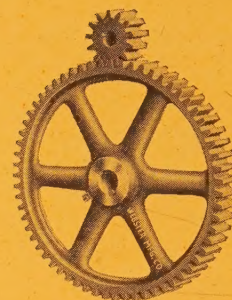
# Webster Equipment *for* Grain Elevators



Salem Elevator Buckets



Grain Scoops



Spur Gear



Sprocket Wheels

## WEBSTER ACCESSORIES FOR GRAIN ELEVATORS

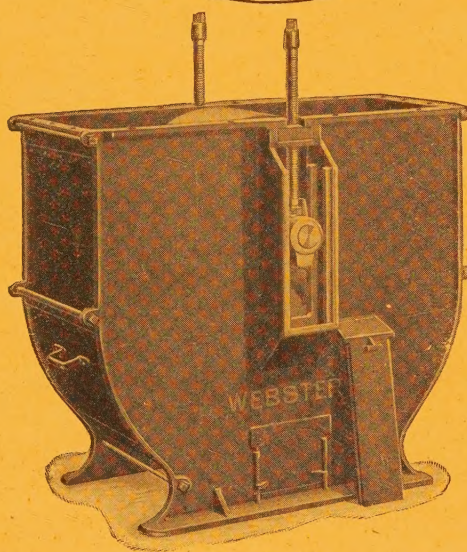
The Webster line of accessories for Grain Handling Plants is complete. Every part is designed and built to the same high standard characteristic of Webster Equipment.



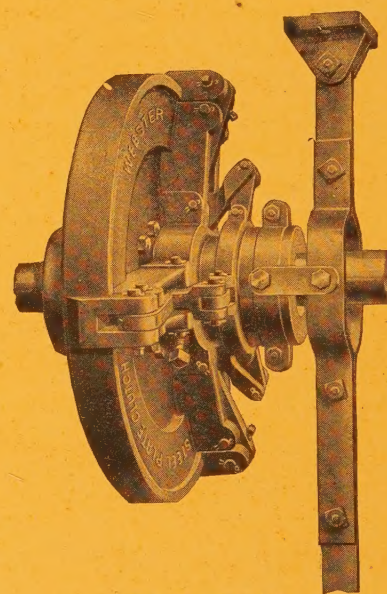
Detachable Chain



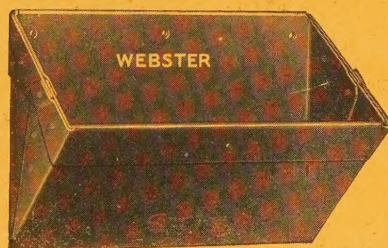
Take Ups



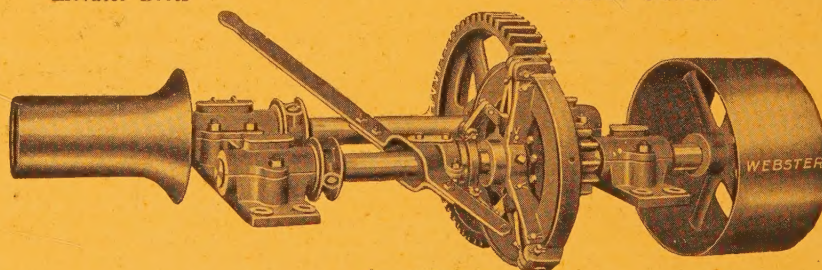
Elevator Boots



Friction Clutches



Minneapolis "V" Elevator Buckets



Car Pullers

# THE WEBSTER MFG. COMPANY

4500-4560 CORTLAND ST. CHICAGO

Factories-Tiffin, O. and Chicago - Sales Offices in Principal Cities



## Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

*HAVING YOUR name in this directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them.*

### AMARILLO, TEXAS.

Early Grain & Elevtr. Co., wholesale grain.\*

### ATCHISON, KANS.

Blair Elevator Corp., The, grain merchants.\*

### ATLANTA, GA.

Commercial Exchange Members.

Hayes & Co., M. H., wholesale brokers, grain, hay.\*

### BALTIMORE, MD.

Chamber of Commerce Members.

Baltimore Grain Co., grain receivers, exporters.\*  
Dennis & Co., grain merchants.\*  
England & Co., Inc., Chas., grain, hay.\*  
Fahey & Co., John T., grain receivers and exporters.\*  
Gill & Fisher, receivers and shippers.\*  
Hammond, Snyder & Co., Inc., receivers, exporters.\*  
Hax & Co., G. A., grain, hay, seeds.\*  
Johnston Co., Thos., receivers & shippers.\*  
Jones & Co., H. C., receivers, shippers, exporters.\*  
Lederer Bros., grain receivers.\*  
Robinson & Jackson, grain commission merchants.\*  
Steen & Bro., E., grain receivers and exporters.\*

### BLOOMINGTON, ILL.

Hasenwinkle-Scholer Co., corn and oats.

### BOSTON, MASS.

Chamber of Commerce Members.

Benzaquin, Matthew D., grain brokerage commission.\*

### BUFFALO, N. Y.

Corn Exchange Members.

Anchor Grain Co., Inc., grain and feed.  
Armour Grain Co., grain merchants.\*  
Burns Bros. Grain Corp., grain commission.\*  
Davis, Inc., A. C., grain.\*  
Harold, A. W., grain, barley a specialty.  
McConnell Grain Corporation, commission merchants.\*  
McKillean, Inc., J. G., receivers and shippers.\*  
Pratt & Co., receivers, shippers of grain.\*  
Ratcliffe, S. M., commission merchant.\*  
Seymour-Wood Grain Co., consignments.\*  
Sunset Grain & Feed Co., grain & feed.\*  
Townsend Ward Co., The, consignments.\*

### CAIRO, ILL.

Board of Trade Members.

Cairo Grain Com. Co., consignments.\*  
Halliday Elevator Co., grain dealers.\*  
Hastings Co., Samuel, receivers & shippers.\*  
Hastings-Stout Co., grain merchants.\*  
Lynch Grain Co., grain dealers.\*  
Thistlewood & Co., grain and hay.\*

### CEDAR RAPIDS, IOWA.

Gifford Grain Co., grain and grain products.\*  
King Wilder Grain Co., grain shippers.\*  
Murrel Grain Co., Ray, recvrs. and shprs.\*

### CHATTANOOGA, TENN.

Chattanooga Feed Co., mfrs. feed; shprs. gr., hay, feed.

### CHICAGO, ILL.

Board of Trade Members.

Armour Grain Co., grain buyers.\*  
Bailey & Co., E. W., grain commission merchants.\*  
Bartlett-Frazier Co., grain merchants.\*  
Brennan & Co., John E., grain commission merchants.\*  
Carhart Code Harwood Co., grain commission.\*  
Dole & Co., J. H., grain and seeds.\*  
Gerstenberg & Co., commission merchants.\*  
Harris, Winthrop & Co., grain commission.\*  
Hitch & Carder, commission, grain and seeds.\*  
Holt & Co., Lowell, commission, grain and seeds.\*  
Lamson Bros. & Co., consignments solicited.\*  
McKenna & Dickey, commission merchants.\*  
Mumford & Co., W. R., grain, hay, millstuffs.\*  
Nash-Wright Grain Co., commission merchants.\*  
Norris Grain Co., grain merchants.\*  
Pope & Eckhardt Co., grain and seeds.\*  
Rang & Co., Henry, grain merchants.\*  
Rosenbaum Brothers, grain merchants.\*  
Rosenbaum Grain Corp., commission merchants.\*  
Rumsey & Co., grain commission.\*  
Sawyers Grain Co., consignments.\*

\*Member Grain Dealers National Association.

### CHICAGO, ILL. (Continued).

Schiffin & Co., P. H., commission.\*  
Shaffer Grain Co., J. C., grain merchants.\*  
Somers, Jones & Co., grain and field seeds.\*  
Updike Grain Co., consignments.\*

### CINCINNATI, O.

Grain & Hay Exchange Members.

Early & Daniel Co., grain, hay, feed.\*

### CIRCLEVILLE, OHIO.

Cook, Wade H., grain, hay and grain products.\*

### CLEVELAND, O.

Grain & Hay Exchange Members.

Bailey, E. I., grain and millfeed.\*  
Cleveland Grain & Milling Co., The, recvrs. & shprs.\*  
Shepard, Clark & Co., grain merchants.\*

### COLUMBUS, OHIO.

Smith-Sayles Grain Co., The, buyers and shippers.\*

### DAVENPORT, IOWA.

Davenport Elevator Co., receivers and shippers.\*

### DECATUR, ILL.

Baldwin & Co., H. I., grain dealers.\*  
Harrison, Ward & Co., Grain Belt Elevator.\*

### DENVER, COLO.

Grain Exchange Members.

Acly & Crowe Merc. Co., The, grain and hay.\*  
Conley-Ross Grain Co., The, grain and beans.\*  
Crescent Flour Mills Co., The, merchant millers.\*  
Crowell Elevator Co., wholesale grain.\*  
Denver Elevator, wholesale grain, flour, millfeed.\*  
Houlton Grain Co., wholesale grain.\*  
Kellogg Grain Co., O. M., receivers and shippers.\*  
McCaull-Dinsmore Co., wholesaler and commission.\*  
Moore-Lawless Grain Co., private wires to all markets.\*  
Phelps Grain Co., T. D., wholesale grain.\*  
Rocky Mountain Grain Co., export and domestic grain.\*  
Summit Grain Co., wheat, corn, oats, rye, barley.\*

### DES MOINES, IOWA.

Board of Trade Members.

Des Moines Elevtr. & Gr. Co., oats a specialty.  
Lockwood, Lee, broker.  
Lake Grain Co., J. C., buyers, sellers all grains.  
Taylor & Patton Co., corn and oats.\*

### DETROIT, MICH.

Board of Trade Members.

Dumont, Roberts & Co., receivers, shippers.\*  
Huston, C. R., grain and hay.\*  
Lichtenberg & Son, oats, corn, hay, straw.\*  
Simmons & Co., F. J., grain and hay.\*  
Swift Grain Co., consign or ask for bid.\*

### FORT WORTH, TEX.

Grain and Cotton Exchange Members.

Dorsey Grain Co., merchants—commission, consignments.  
Transit Grain & Com. Co., consignments, brokerage.\*

### GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.\*

### HASTINGS, NEBR.

Koehler-Twisdale Elevator Co., grain dealers.\*

### HATTIESBURG, MISS.

Merchants Grocery Co., whlse. grocers, grain, fd., nr.

### HOUSTON, TEX.

Gulf Grain Co., grain, hay, millfeed.  
Rothschild Co., S., grain, c/s products, rice b/p.\*

### HUTCHINSON, KANS.

Board of Trade Members.

Central Grain & Laboratories Co., The, buyers for mills.

### INDIANAPOLIS, IND.

Board of Trade Members.

Anderson & Weirick, gr. commission & consignments.\*  
Bingham Grain Co., The, recvrs. & shippers.\*  
Boyd Grain Co., Bert A., strictly brokerage & com.\*  
Cleveland Grain & Milling Co., grain commission.  
Hart-Maibucher Co., grain merchants.\*  
Hayward-Rich Grain Co., grain commission.\*  
Kinney Grain Co., H. E., recvrs. & shippers.\*  
National Elevator Co., grain merchants & Comm.  
Menzie Grain & Bkg. Co., Carl D., grain merchants.\*  
Montgomery & Tompkins, receivers & shippers.\*  
Shotwell & Co., Chas. A., grain and scales.\*  
Steinhart Grain Co., commission and brokerage.\*  
Witt, Frank A., grain commission and brokerage.\*

### KANSAS CITY, MO.

Board of Trade Members.

Christopher & Co., B. C., kafir, feterita, millo.\*  
Davis Grain Co., A. C., grain commission.  
Davis-Noland-Merrill Grain Co., grain merchants.  
Denton Kuhn Grain Co., consignments.\*  
Ernst Davis Grain Co., commissions.\*  
Federal Grain Co., receivers, shippers.\*  
Frisco Elevators Co., grain merchants.\*  
Fuller Grain Co., consignments.\*  
Goffe & Carkner, grain commission.\*  
Lichtig & Co., H., kafir, millo, screenings.\*  
Logan Bros. Grain Co., receivers and shippers.\*  
McCord-Logan Grain Co., commission merchants.\*  
Miller Grain Co., S. H., consignments.\*  
Moore-Lawless Grain Co., grain receivers.\*  
Moore-Seaver Grain Co., grain receivers.\*  
Norris Grain Co., grain merchants and exporters.\*  
Roehen Grain Co., E. E., consignments.\*  
Rocky Mt. Grain & Com. Co., consignments.\*  
Scular Bishop Grain Co., receivers and shippers.\*  
Shannon Grain Co., consignments.\*  
Simonds, Shields, Lonsdale Grain Co., grain.\*  
Thresher Grain Co., R. J., grain commission.\*  
Wallingford Brothers, grain merchants.\*  
Watkins Grain Co., consignments.\*  
Western Grain Co., Inc., receivers and shippers.\*  
Wilser Grain Co., consignments.\*

### LAWTON, OKLA.

Western Grain Co., hay, grain, seeds, mill pdts.

### LINCOLN, NEBR.

Grain Exchange Members.

Lincoln Grain Co., grain merchants.\*

### LITTLE ROCK, ARK.

Grain Exchange Members.

Farmer Co., E. L., brokers, grain & mill feed.  
Gordy Co., C. L., grain brok., hay, grain, millfeed.\*

### LOUISVILLE, KY.

Board of Trade Members.

Bingham-Hewett Grain Co., receivers-shippers of grain.\*  
Callahan & Sons, receivers and shippers of grain.\*  
Kentucky Public Elevator Co., storers and shippers.\*  
Zorn & Co., S., receivers and shippers.\*

### LYNCHBURG, VA.

Moon-Taylor Co., grain and hay brokers.

### McKINNEY, TEXAS.

Reinhardt & Company, wheat, corn, oats, maize.\*

### MEMPHIS, TENN.

Merchants Exchange Members.

Brown, Walter M., broker and com., consignments.\*  
Buxton, E. E., broker & commission merchant.\*  
U. S. Feed Co., grain, hay, mill feed.\*

### MIDDLETOWN, CONN.

Meech & Stoddard, Inc., grain, feed, hay, flour.\*

(Continued on next page.)



# Directory of the Grain Trade

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## MILWAUKEE, WIS.

Chamber of Commerce Members.

Kamm Co., P. C., grain shippers.\*  
Milwaukee Grain Com. Co., recvs. grain and seed.

## MERIDIAN, MISS.

Board of Trade Members.

Threefoot Bros. & Co., whsle. grain, feed, dr., gro.\*

## MINNEAPOLIS, MINN.

Chamber of Commerce Members.

Cargill Commission Co., grain commission.\*  
Cereal Grading Co., grain merchants.\*  
Malmquist & Co., C. A., receivers & shippers.\*  
Marfield Grain Co., grain commission.\*  
Sheffield Elevator Co., shippers of grain.\*  
Sterling Grain Co., receivers and shippers, all grains.\*  
Van Dusen-Harrington Co., grain merchants.\*  
Zimmerman, Otto A., grain and feed.

## NEW ORLEANS, LA.

Board of Trade Members.

Fox Co., C. B., exporters.\*

## NEW YORK CITY.

Produce Exchange Members.

Jones & Co., M. B., buyers—quote us.\*  
Knight & Company, commission merchants.\*  
Therrien, A. F., broker.

## NASHVILLE, TENN.

McKay-Reece Co., wholesale seeds & grain.

## OKLAHOMA CITY, OKLA.

Grain Exchange Members.

Cherokee Grain Co., grain merchants.\*  
Lang Grain Co., J. H., prompt and efficient service.\*  
Marshall Grain Co., grain, feed, seeds.\*  
Moore, George L., grain merchant.  
Okla. City M. & E. Co., grain merchants, millers.\*  
Perkins Grain Co., W. L., brokers.\*  
Scannell Grain Co., E. M., grain and feed.\*  
Stinnett Grain Co., grain merchants.\*  
Stowers Grain Co., W. B., commission merchants.\*  
Vandenburgh, Jesse, milling wheat.\*  
Vandever Grain Co., wholesale grain.  
White Grain Co.\*

## OMAHA, NEBR.

Grain Exchange Members.

Butler Welsh Grain Co., grain merchants.\*  
Crowell Elevator Co., receivers, shippers.\*  
Flanley Grain Co., receivers and shippers.\*

## OMAHA, NEBR. (Continued).

Roberts Grain Co., Geo. A., grain merchants.\*  
Stockham Grain Co., E., commission merchants.\*  
Taylor Grain Co., commission and brokers.  
Trans-Mississippi Grain Co., receivers and shippers.\*  
United Grain Co., grain commission.\*

## PEORIA, ILL.

Board of Trade Members.

Bartlett Co., S. C., grain commission.\*  
Bowen Grain Co., S. D., receivers and shippers.  
Cole Grain Co., Geo. W., receivers and shippers.\*  
Dewey & Sons, W. W., grain commission.\*  
Feltman Grain Co., C. H., grain commission.  
Harrison, Ward & Co., receivers & shippers.\*  
Luke Grain Co., grain commission.\*  
McFadden & Co., C. C., grain commission.  
Miles, P. B. & C. C., grain commission.\*  
Turner Hudnut Co., receivers and shippers.\*  
Tyng Grain Company, receivers and shippers.\*

## PHILADELPHIA, PA.

Commercial Exchange Members.

Dunwoody Co., Etl., flour, grain, feed.\*  
Richardson Bros., grain, flour, millfeeds.\*  
Richardson, Geo. M., grain and feeds.\*  
Stites, A. Judson, grain and millfeed.\*

## PITTSBURGH, PA.

Members Grain and Hay Exchange.

Allen & Co., H. S., grain and hay.\*  
Hardman & Daker, grain, hay, millfeed.\*  
Harper Grain Co., corn a specialty.\*  
McCague, Ltd., R. S., grain, hay.\*  
Rogers & Co., Geo. E., grain and hay.\*  
Smith & Co., J. W., grain merchants.\*  
Stewart & Co., Jesse C., grain and mill feed.\*  
Walton Co., Samuel, grain and hay.\*

## PONTIAC, ILL.

Balbach, Paul A., grain buyer, all markets.

## ROANOKE, VA.

Albergotti Bros. & Co., grain, feed, hay, flour brokers.\*

## RICHMOND, VA.

Grain Exchange Members.

Beveridge & Co., S. T., grain, hay, feeds, seeds.  
Mayo Milling Co., millers, grain, feed seeds.\*  
Morriss & Co., C. F., grain, feed, hay, flour brokers.\*  
Saginaw Milling Co., jobbers grain, hay, feed, beans.

## ROCHESTER, N. Y.

Dailey Bros., Inc., receivers and shippers.

## ST. JOSEPH, MO.

Grain Exchange Members.

A. J. Elevator Co., The, wheat, corn, oats.\*  
Button-Simmons Grain Co., grain commission.\*  
Gordon Grain Co., grain commission.\*

## SAN ANTONIO, TEXAS

King, Douglas W., wheat, corn-brokers, Texas R. Oats.\*

## ST. LOUIS, MO.

Merchants Exchange Members.

Dreyer Commission Co., feedingstuffs, grain, seeds.\*  
Graham & Martin Grain Co., grain commission.\*  
Langenberg Bros. Grain Co., grain commission.\*  
Morton & Co., grain commission.\*  
Nanson Commission Co., grain commission.\*  
Picker & Beardsley Com. Co., grain and grain seed.\*  
Turner Grain Co., grain commission.\*  
Von Rump Grain Co., grain merchants.\*

## SIOUX CITY, IOWA.

Board of Trade Members.

Button Co., L. C., grain commission.\*  
Western Terminal Elevator Co., receivers and shippers.\*

## SUFFOLK, VA.

Tidewater Brokerage Co., brokers, distributors.

## SUPERIOR, NEBR.

Bossemeyer Bros. Terminal Elevator.\*

## TOLEDO, OHIO.

Produce Exchange Members.

De Vore & Co., H. W., grain and seeds.\*  
King & Co., C. A., grain and seeds.\*  
Southworth & Co., grain and seeds.\*  
Wickenhiser & Co., John, grain receivers, shippers.\*

## TOPEKA, KANS.

Derby Grain Co., wheat, corn, oats, and millfeed.\*

## WICHITA, KANS.

Board of Trade Members.

Baker-Evans Grain Co., milling and export wheat.\*  
Davis-Noland-Merrill Grain Co., exporters.  
Kansas Flour Mills Co., receivers and shippers.  
Raymond Grain Co., consignments.  
Simonds-Shields-Lonsdale Gr. Co., exporters.  
Strong Trading Co., wholesale grain and feed.\*

## WICHITA FALLS, TEXAS.

Mytinger Mfg. & Grain Co., grain, feed, seeds.\*

## WINCHESTER, IND.

Goodrich Bros. Hay & Grain Co., whlrs. gr. and seeds.

\*Member Grain Dealers National Association.

Chamber of Commerce  
Members

# MINNEAPOLIS

Chamber of Commerce  
Members

**MARFIELD GRAIN CO.**  
MINNEAPOLIS, MINN.  
Receivers and Shippers

**SHEFFIELD ELEVATOR COMPANY**  
MINNEAPOLIS  
GRAIN SHIPPERS  
Ask for Samples of Milling Wheat, Feed and  
Milling Barley  
WRITE FOR QUOTATIONS

**Cereal Grading Co.**  
GRAIN MERCHANTS

We buy, sell, store and ship  
all kinds of grain. Get our  
offers, or try us with your  
consignments.

LIBERAL ADVANCES  
Operators of Elevator "R"

Chamber of Commerce  
MINNEAPOLIS

**CARGILL COMMISSION COMPANY**  
DULUTH MINNEAPOLIS MILWAUKEE  
EFFICIENCY is our watchword; SATISFACTION your reward  
**SHIP TO CARGILL**

"You can't do better; You might do worse."

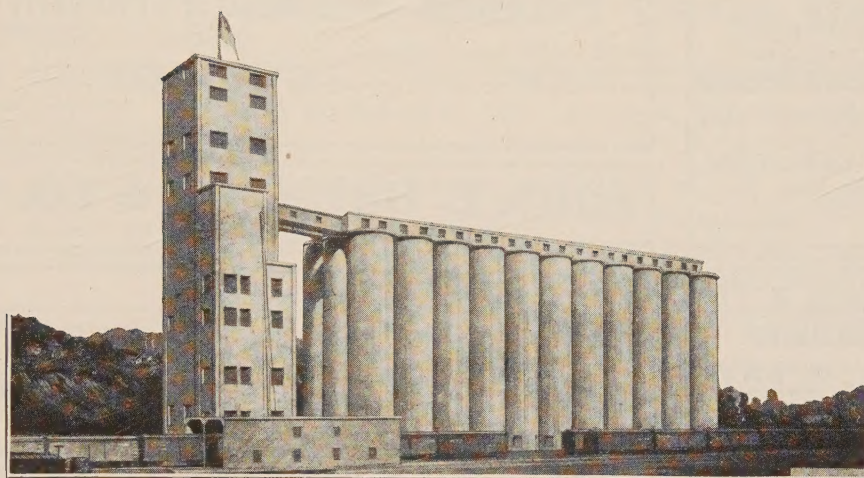
CORN -- OATS -- BARLEY -- RYE  
For Prompt Shipment in any Quantity  
**The VAN DUSEN-  
HARRINGTON CO.**  
MINNEAPOLIS DULUTH



# Uhlmann Grain Company

Chicago

Kansas City



New 1,000,000 bushel elevator recently completed at Kansas City

## MEMBERS

Chicago Board of Trade  
Kansas City Board of Trade  
Winnipeg Grain Exchange

## PRIVATE WIRES

Chicago  
Atchison  
Kansas City



Board of Trade  
Members

CHICAGO

Board of Trade  
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GRAIN TO ARRIVE**E. W. BAILEY & CO.**  
*Commission Merchants*Receivers and Shippers of  
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72 Board of Trade, CHICAGO**Chicago Grain & Salvage Co.**  
DEALERS IN**SALVAGE GRAIN**GRAIN, FEEDS, Etc.  
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930 Postal Telegraph Bldg. CHICAGO

**Henry H. Freeman & Co.**  
COMMISSION MERCHANTS**GRAIN HAY STRAW**

66 BOARD OF TRADE, CHICAGO

**GERSTENBERG & CO.**COMMISSION MERCHANTS  
GRAIN and SEEDS

Barley a Specialty

Personal attention given  
Sample Orders

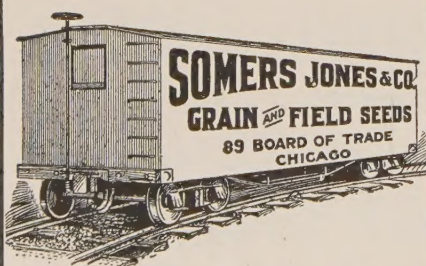
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(INC.)

Joliet

CHICAGO

Champaign

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COMMISSION MERCHANTS CHICAGO**HENRY RANG & CO.**Commission Merchants  
CHICAGO MILWAUKEEBranch Offices  
Des Moines, Ia. Algona, Ia. Carroll, Ia.  
Sheldon, Ia. Fairmont, Minn.

CONSIGN TO

**WEGENER BROS.**

Grain Commission

309 SOUTH LA SALLE STREET  
CHICAGO**Harris, Winthrop & Co.**15 Wall Street, New York  
The Rookery, Chicago**GRAIN COMMISSION**

Members of Principal Exchanges

**BARTLETT FRAZIER CO.** GRAIN MERCHANTS  
Western Union Bldg.  
CHICAGO**BARLEY WANTED**Two Rowed and  
Heavy White

Send Samples

Also Send Samples Buckwheat

**The Quaker Oats Company**

Grain Department

Chicago, Illinois



Board of Trade  
Members

# CHICAGO

Board of Trade  
Members

## Rosenbaum Brothers Grain Merchants

Board of Trade Chicago, Ill.

**J. C. SHAFFER GRAIN CO.**  
Grain Merchants  
111 W. Jackson Boulevard  
Chicago, Ill.

**Rosenbaum Grain Corp.**  
Grain Commission Merchants  
CHICAGO

WE WANT YOUR BUSINESS  
NOT LATER—BUT TODAY  
Especially Consignments  
GRAINS ALL WAYS  
**McKENNA & DICKEY**  
60 Board of Trade, Chicago

**POPE & ECKHARDT CO.**  
GRAIN and SEEDS  
111 W. Jackson St. CHICAGO

**BUYERS AND SELLERS**  
of Grain Elevators. You can make your wants  
known quickly by advertising in the "Elevators  
for Sale and Wanted" columns.

## RUMSEY & COMPANY COMMISSION MERCHANTS

Board of Trade Chicago, Illinois

## THE UPDIKE GRAIN COMPANY "The Reliable Consignment House"

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**CARHART CODE HARWOOD CO.**  
**Grain Commission**  
Board of Trade CHICAGO

**HITCH & CORDER**  
COMMISSION MERCHANTS  
Members Chicago Board of Trade.  
Webster Bldg., 327 So. La Salle St., CHICAGO, ILL.  
Tel. Wabash 6584

**NASH-WRIGHT GRAIN CO.** Telephone  
Harrison 2379  
Commission Merchants 66A Board of Trade Building, CHICAGO

**ARMOUR GRAIN COMPANY**  
GRAIN MERCHANTS  
Manufacturers of  
**ARMOUR'S STOCK AND DAIRY FEEDS AND CEREAL PRODUCTS**  
208 So. La Salle Street, Chicago, Ill.

FOR BEST RESULTS SHIP YOUR GRAIN AND SEEDS TO  
**J. H. DOLE & COMPANY**  
RECEIVERS AND COMMISSION MERCHANTS  
327 South La Salle Street CHICAGO, ILL.

# THE CORN EXCHANGE NATIONAL BANK of Chicago

Capital and Surplus Fifteen Million Dollars

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## Accounts of Grain Merchants Invited

Board of Trade  
Members

# CAIRO

Board of Trade  
Members

# CORN

**Halliday Elevator Company**  
GRAIN DEALERS  
CAIRO, ILL.

# OATS



# DENVER

Grain shippers who are anxious to get the most from their grain will find it to their advantage to investigate the merits of the Denver market. After a thorough investigation it is a known fact that it will receive your shipments. Any of the Grain Exchange members listed below will be glad to give you any information you may desire. Better still—ship at least one car to any of them and be convinced.

**McCaull-Dinsmore Co.**

Grain—Wholesaler and Commission.

**T. D. Phelps Grain Co.**

Wholesale Grain and Beans.

**The Crescent Flour Mills**

Merchant Millers and Wholesale Grain.

**Denver Elevator**

Wholesale Grain, Flour and Mill Feed.  
We operate 30 elevators in Eastern Colorado.

**The Summit Grain Co.**

Receivers and shippers of all kinds of grain.  
Offices now located at elevator, 19th and Navajo Sts.

**O. M. Kellogg Grain Co.**

Receivers and shippers of all kinds of Grain.

**Crowell Elevator Co.**

Wholesale Grain.

**The Conley-Ross Grain Co.**

Wholesale Grain and Beans.

**Moore-Lawless Grain Co.**

Kansas City, Denver and Atchison.  
Private wires to all markets. Hedging orders solicited.

**Rocky Mountain Grain Co.**

Grain Merchants—Export and Domestic.

**Houlton Grain Company**

Wholesale Grain—Get in touch with us.

**The Ady & Crowe Mercantile Co.**

Grain, Hay, Beans.

Note: All grain bought by members of the Denver Grain Exchange which is graded at Denver and which does not come up to contract grade is discounted by three disinterested members of the Exchange, when dockage is not provided for in the contract.

Chamber of Commerce  
Members

## BALTIMORE

Chamber of Commerce  
Members

Receivers, Shippers, Exporters

**H. C. JONES & CO.**  
BALTIMORE  
Grain and Hay  
Consignments or Direct Purchases

CONSIGNMENTS A SPECIALTY  
**JOHN T. FAHEY & CO.**  
Commission Merchants  
Grain Receivers and Shippers  
In the Market every day  
Remember us on Rye BALTIMORE, MD.

**GILL & FISHER**  
Grain Receivers and Shippers  
BALTIMORE

**Chas. England & Co., Inc.**  
GRAIN—HAY—SEEDS  
Commission Merchants  
308-310 CHAMBER OF COMMERCE  
BALTIMORE

**Baltimore Grain Co.**  
Receivers & Exporters  
Baltimore Maryland

Established 1900  
**G. A. HAX & CO.**  
COMMISSION  
Grain and Hay  
BALTIMORE MARYLAND

Grain Exchange  
Members

## ST. JOSEPH

Grain Exchange  
Members

**We Want Your  
Business**  
Ask for Our Prices

**The A. J. Elevator Company**  
ST. JOSEPH, MO.

**Hard and Soft Wheat  
Corn and Oats**  
Write, Wire or Phone Us

## GORDON GRAIN CO.

CONSIGNMENT SPECIALISTS

T. P. GORDON (THE OLD RELIABLE) President ST. JOSEPH, MO.

Button-Simmons Grain Co.

## B-S

BETTER SERVICE  
St. Joseph, Mo.

**SOME GRAIN DEALERS** have realized a fortune from the offerings others overlooked. Our advertising pages as well as our reading matter columns present real opportunities to alert readers. Better keep your eyes open and look around as the entire contents of the Journal are prepared especially for you.



# BUFFALO

is, geographically and from a railroad point of view, the natural destination of shipments of grain from Ohio, Indiana and Eastern Illinois.

All Western Roads converge here, either directly, or through their connections.

All Eastern Roads are available, through Eastern trunk lines and connections.

Its weighing and inspection departments are unexcelled for promptness and efficiency.

Its elevator facilities are vastly superior to those of any market east of Chicago.

All things considered, its charges of all kinds are as low as the lowest, and as good as the best.

Write to any of the firms whose names appear below, for any information you may require.

**A. C. Davis, Inc.**

Grain Commission

**A. W. Harold**

Grain—Barley a Specialty

**Anchor Grain Co., Inc.**

Grain and Feed

**J. G. McKillen, Inc.**

Receivers and Shippers

**Armour Grain Co.**

Grain Merchants

**McConnell Grain Corporation**

Commission Merchants

**Burns Bros. Grain Corp.**

Grain Commission

**The Townsend-Ward Co.**

Grain Merchandising and Consignments

**Seymour-Wood Grain Co.**

Consignments

**Pratt & Co.**

Receivers and Shippers

**Sunset Feed & Grain Co., Inc.**

Receivers and Shippers

**S. M. Ratcliffe**

Commission Merchants

Board of Trade  
Members

## PEORIA

Board of Trade  
Members

Peoria offers a strong outlet for  
NEW CORN

**W. W. DEWEY & SONS**

COMMISSION MERCHANTS  
33-35 BOARD OF TRADE, PEORIA, ILL.

**H. D. BOWEN GRAIN CO.**

Receivers and Shippers  
**CONSIGNMENTS**  
18 BOARD OF TRADE, PEORIA, ILL.

**P. B. and C. C. Miles**

Established - 1875  
Incorporated - 1910

**Peoria, Illinois**

Handling Grain on Commission Our Specialty

*A Kansas dealer, who advertised his elevator for sale in the Journal, at a stipulated price, received so many replies from prospective buyers he decided to keep it.*

**Turner-Hudnut Company**

Receivers **GRAIN** Shippers  
42-47 Board of Trade

# Do It Now

Place your name and business before the progressive grain elevator men of the entire country by advertising in the Grain Dealers Journal. It reaches them twice each month.



Board of Trade  
Members**KANSAS CITY**Board of Trade  
MembersHandling  
Consignments  
and Futures  
44 Years**B. C. Christopher & Co.**

KANSAS CITY, MO.

Buyers and  
Shippers Kaffir,  
Feterita, Milo  
Maize, Mill Feed**Davis-Noland-Merrill Grain Co.**

operating Terminal Elevator

Capacity 2,500,000 bushels—Superior service to millers and grain dealers

G. H. DAVIS, President

N. F. NOLAND, Vice-President

HAROLD A. MERRILL, Treasurer

M. GUNDELFINGER, Secretary

**SHANNON GRAIN COMPANY**  
**CONSIGNMENTS**

201-2 Board of Trade KANSAS CITY, MO.

Consign to

**WATKINS GRAIN CO.**

KANSAS CITY, MO.

"You'll Be Pleased"

**Moore-Lawless Grain Company**Consignments—Futures  
KANSAS CITY, MO.Branch Offices: Atchison, Kansas—Denver, Colorado  
Members: Kansas City, Chicago St. Louis,  
Atchison and Denver Exchanges**FEDERAL GRAIN CO.**

Real Service on Consignments

Buyers and Sellers of  
Wheat, Corn, Oats, Barley,  
Kafir and Milo

Operators 1,500,000 BU.

MURRAY ELEVATOR

BOARD OF TRADE KANSAS CITY, MO.  
U. S. A.**Rocky Mountain Grain & Com. Co.**  
*Consignments*Buyers—Sellers  
**WHEAT . CORN**  
**OATS . BARLEY**  
CONSIGNMENTS  
MILL ORDERS**Yes Sir:***Real  
Service*We Handle Consignments  
**S. H. Miller Grain Co.**  
Kansas City Missouri**CONSIGN****Ernst-Davis Com. Co.**

Kansas City

**SPECIAL ATTENTION  
GIVEN TO FUTURES**MEMBERS  
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Grain Commission

Mill Orders a Specialty

Consignments and Future Orders Solicited  
KANSAS CITY, U. S. A.**Simonds-Shields-Lonsdale  
Grain Co.**

QUALITY and SERVICE

Kansas City, Missouri

**Have You  
Seed For Sale?****Do You Wish  
To Buy Seed?**See our "Seeds For Sale—  
Wanted" Department  
This NumberProduce Exchange  
Members**TOLEDO**Produce Exchange  
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Wholesale Grain Dealers

TOLEDO, OHIO

We make track bids and quote delivered prices.  
Solicit Consignments of Grain and Clover Seed.  
Members Toledo Produce Exchange and Chicago  
Board of Trade**Clover Seed**International Game, played in Toledo, Ohio.  
Providence does dealing. When "Seedy" favor**C. A. KING & CO.**

Like Billy Sunday they deal in cash and futures.

**Grain Shippers**and in fact all grain men who are  
wide awake and on the alert to  
get onto all the ins and outs of the  
grain business, subscribe for and  
read the Grain Dealers Journal.There is great satisfaction in trusting your  
CONSIGNMENTS OF GRAIN AND SEED  
to a firm you KNOW to be RELIABLE,1887 **H. W. DEVORE & CO.** 1923  
TOLEDO - OHIO**If What You Want you see advertised, tell the advertiser. If Not--Tell the Journal**



Merchants Exchange  
Members

## ST. LOUIS

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### PICKER & BEARDSLEY COM. CO.

"THE CONSIGNMENT HOUSE OF ST. LOUIS"

GRAIN, HAY, GRASS SEEDS, KAFIR, MILO  
125 MERCHANTS EXCHANGE BLDG ST. LOUIS, MO.

Established 1877

Langenberg Bros. Grain Co.

St. Louis New Orleans

### Nanson Commission Co. GRAIN, HAY and SEEDS

202 Merchants Exchange Bldg., ST. LOUIS, MO.

The value of an "ad" is not measured by what it costs, but by what it pays the advertiser.

## RECEIVERS, SHIPPERS AND BROKERS

### L. C. BUTTON CO.

510-511 Grain Exchange SIOUX CITY, IOWA

General Grain and  
Commission Business  
USE US

### E. Stockham Grain Co.

CONSIGNMENTS

Every Car Gets Personal Service  
Omaha, Nebr.

WRITE US YOUR OFFERS

### CROWELL ELEVATOR COMPANY

Receivers and Shippers

GRAIN

Consignments Solicited  
OMAHA

### Des Moines Elevator & Grain Co.

Terminal Elevator Capacity 700,000 Bu.

We specialize in Oats and High Grade  
Corn, Oats sacked for Southern Trade.  
HUBBELL BLDG. DES MOINES, IOWA

### MATTHEW D. BENZAQUIN

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Brokerage and Commission  
DOMESTIC and EXPORT  
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Brokers  
Want Offers

Grain - Flour - Mill Feed

Delivered Philadelphia  
Either Export or Domestic  
The Bourse

### E. I. BAILEY

CLEVELAND, OHIO

Receiver and Shipper of

Corn, Oats, Mill Feed

Ask for Prices

### SWIFT GRAIN CO.

Murphy Building

Detroit, Michigan

Consign or Ask Us for Bid

## CIPHER CODES

We carry the following cipher codes in stock and can make prompt delivery.

Universal Grain Code, board cover...\$1.50  
Universal Grain Code, flexible leather 3.00  
Robinson's Cipher Code, leather..... 2.25  
A. B. C. Code, 5th Edition.....18.00  
Baltimore, Export Cable Code.....15.00  
Companion Cable Code..... 5.00  
Miller's Code (1917)..... 2.00  
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Your name in gilt letters on front cover, 35 cents extra.

For any of the above, address

GRAIN DEALERS JOURNAL

309 So. La Salle St. Chicago, Ill.

### CONSIGN

WHEAT - CORN - OATS

-TO-

DUMONT, ROBERTS & CO.

626-8 Murphy Building, Detroit, Mich.

"The top 'o the market to you"

### TAYLOR & PATTON CO.

Terminal elevator capacity  
250,000 bushels. Buyers and  
shippers of Corn and Oats.

DES MOINES - IOWA

### E. P. BACON CO.

Grain Commission Merchants

Sellers of Cash Grain and  
Field Seeds on Consignment

MILWAUKEE-CHICAGO-MINNEAPOLIS

Solicit inquiries for Natural and Kiln  
Dried Corn, Country White Oats

E. A. GRUBBS GRAIN CO.

Greenville, Ohio

### L. W. FORBELL & CO.

Strictly Commission Merchants

Specialists in WHEAT, CORN, OATS

Consignments Solicited

340-342 Produce Exchange, NEW YORK, N. Y.

## Clark's Double Indexed Car Register

for car lot dealers

Is a record book designed to afford ready reference to the record of any car number. Facing pages 11x15½" of heavy ledger paper are each ruled into five columns, those on the left-hand page being numbered 0, 1, 2, 3 and 4; while columns on the right-hand page are numbered 5, 6, 7, 8 and 9. Each column is ruled into three distinct divisions with the following sub-headings: "Initial," "Car No." and "Record."

The marginal index figure represents the right hand or unit figure of the number entered; and the column heading the second or tens figure. So that the required number can always be instantly found if properly entered.

Form 40 contains 42 pages, bound in heavy canvas covers with spaces for registering 13,200 cars. Price, \$2.00. Weight 1¾ lbs.

FORM 42 contains 72 pages, bound in art canvas covers with spaces for registering 21,600 cars. Price, \$3.00. Weight 2¾ lbs.

Grain Dealers Journal, 309 So. La Salle St., Chicago, Ill.

### KNIGHT & COMPANY

Grain Brokers and

Commission Merchants

CONSIGNMENTS SOLICITED

New York Chicago Baltimore

## Put Your Name

where every progressive  
grain dealer will see it  
and keep it there.

THAT IS IN THE

Grain Dealers Journal

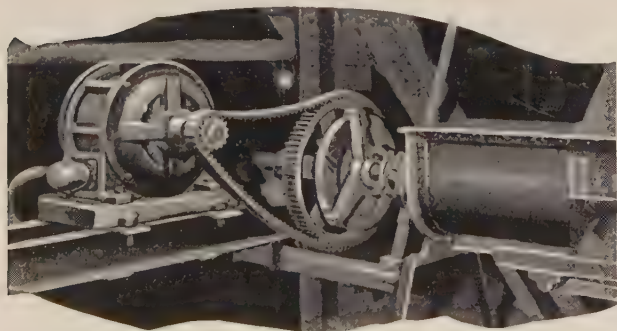
OF CHICAGO



## *Five Million Bushels a Day*



*One of the two G-E Squirrel-Cage Induction Motors, Rope Drive, driving the two big reversible cross belt conveyors on the distributing floor of working house.*



*G-E Squirrel-Cage Induction Motor, Chain Drive, driving 18" screw conveyor delivering grain from bleachers to storage bins.*

### **All Conveyors Are**

On these two pages are pictured representative installations of G-E Motors driving grain conveyors in the huge C. & N. W. Terminal Elevator.

These are more than pictures of motor drive—they are the evidence of successful motor service in maintaining the tremendous flow of grain necessary to the plant's efficient operation. Dust proof bearings on G-E Motors reduce the fire hazard to a minimum. These bearings are easily accessible for oiling and inspection.

In the Track Shed, G-E Motors drive six 36" belt conveyors which receive grain from cars at the rate of 36 carloads (60,000 bushels) an hour.

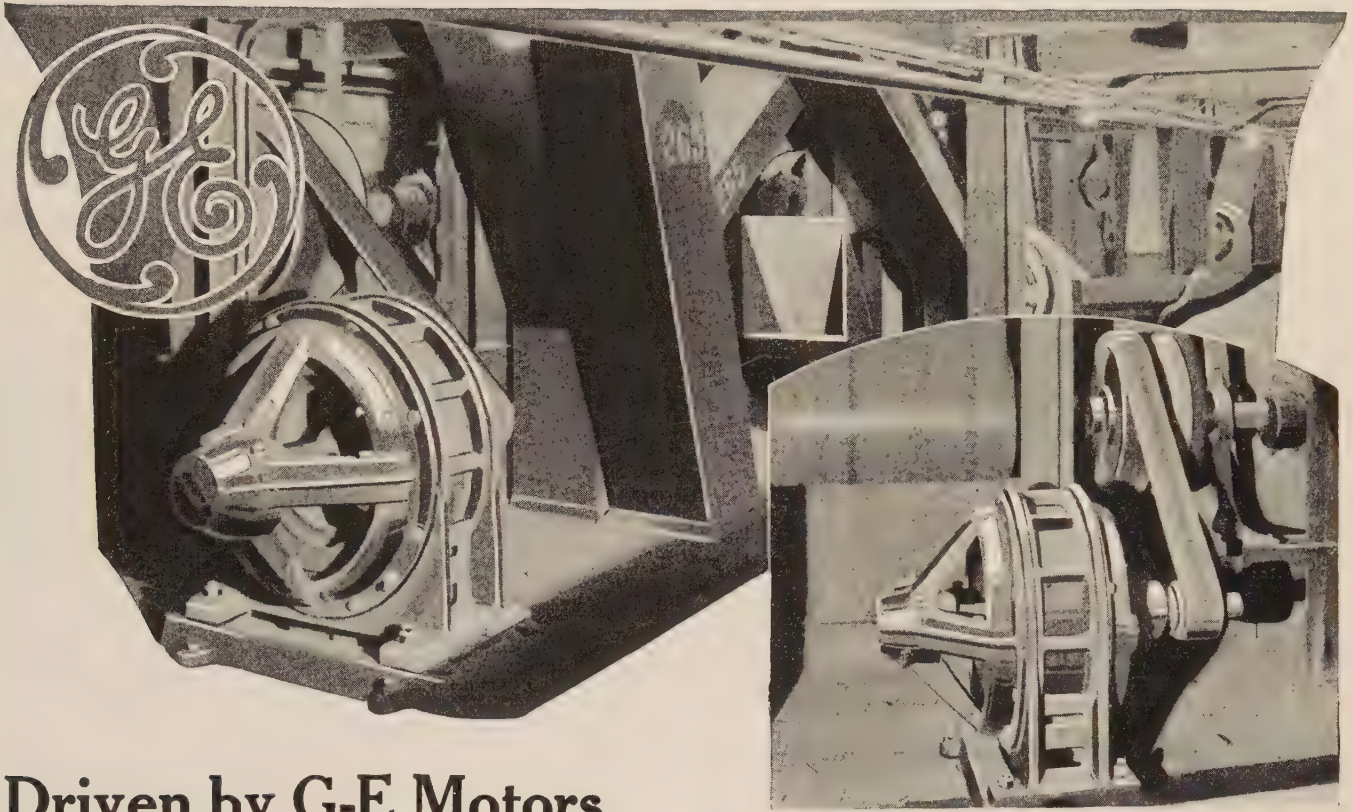
In the River House, G-E Motors drive two 42" belt conveyors which are in the cupola and basement, and run full length of the house—over 270 ft.

G-E Motors drive the two big cross belt con-

# GENERAL



## *Is the Rate of Grain Handling*



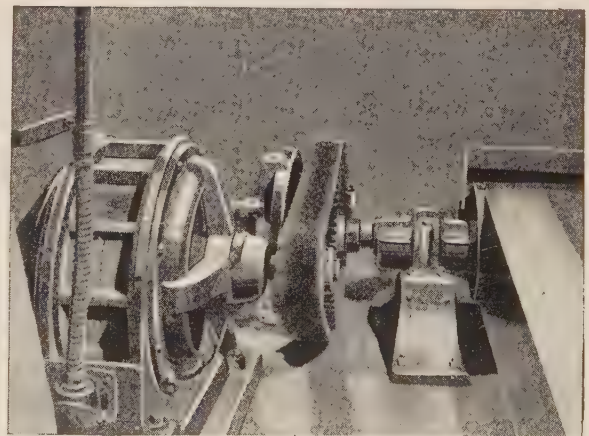
### **Driven by G-E Motors**

veyors on the distributing floor of the Working House. These conveyors receive grain from scale hoppers. During the grain season rush, the strain of severe service twenty-four hours a day fully tests the worth of G-E Motors—and they stand the test, year after year.

Over the Storage Bins are seven 42" belt conveyors carrying grain from the Working House to the Storage Bins. Through tunnels under the Storage Bins run the eight 42" belt conveyors which receive grain from the Storage Bins and deliver to shipping legs of the Working House or River House. G-E Motors drive these conveyors.

At G-E Sales Offices in all large cities are engineers who will readily give cooperation in fitting G-E Motors to grain elevator requirements. Ask them to help you.

*G-E Squirrel-Cage Induction Motor, Chain Drive, driving 42" reversible belt conveyor for distributing grain in story over storage bins. The main picture is a view of part of the complete installation of G-E Motors for this work.*

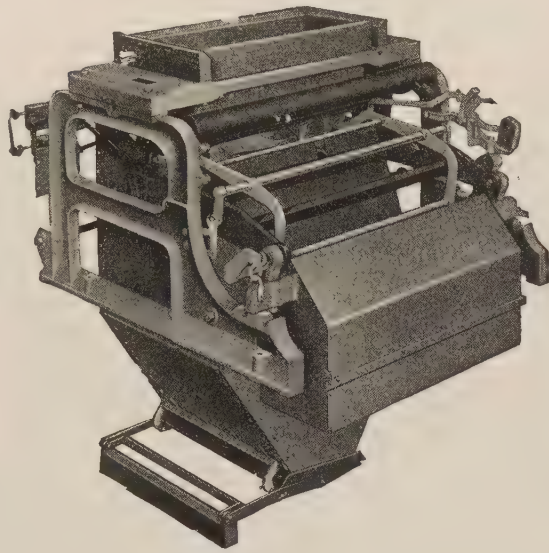


*G-E Squirrel-Cage Induction Motor, Chain Drive, driving 42" reversible belt conveyor in basement of River House. A similar equipment is in the cupola.*

# ELECTRIC



A Complete Weight Record For Proving Claims For Transit Losses



## THE NEW RICHARDSON ALL-AUTOMATIC GRAIN SHIPPING SCALE

*built for the Country Elevator  
and endorsed by thousands  
of users.*

The correct weight of every carload shipment is mechanically printed on a scale ticket provided for the purpose, and this effective evidence of correct weight is just what the shipper needs to prove the accuracy of his shipping weights.

## RICHARDSON SCALE COMPANY

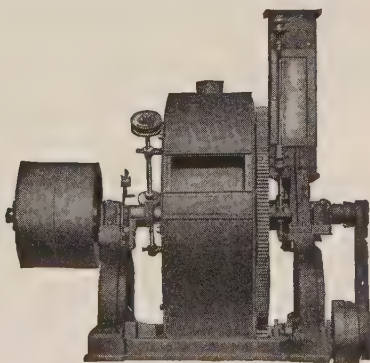
Passaic, New Jersey

CHICAGO

MINNEAPOLIS

OMAHA

WICHITA



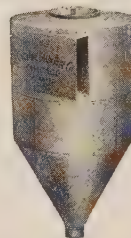
## FOR PEARLING BARLEY PEPPER WHEAT

Use Triumph Pearlors if you want to produce pearled barley, or wheat or pepper. They will turn out a product that cannot be beaten.

Full information gladly furnished those interested

**THE C.O. BARTLETT & SNOW CO.**  
Main Office and Works: Cleveland, Ohio

No. 1198



Armour Grain Co.  
Chicago  
Northrup-King Co.  
Minneapolis  
Quaker Oats Co., 5  
Plants  
B. & O. Elevator,  
Baltimore  
J. C. Hunt Grain Co.  
Wichita Falls, Tex.  
Santa Fe Elevators  
Kansas City  
Capitol Elevator.  
Duluth

## To Fit Your Conditions

We are equipped to make complete new installations on modern plans, and guarantee the whole installation to produce results. We also remodel old systems, and make additions where present system has become inadequate. Defective systems corrected.

### Cyclone Blow Pipe Co.

2542-52 W. 21st St.

Chicago, Ill.

## Eliminate Weevil

with

### Liquefied Hydrocyanic Acid

Developed for the elimination of Moth and Weevil in mills, elevators and grain in storage.

Endorsed by

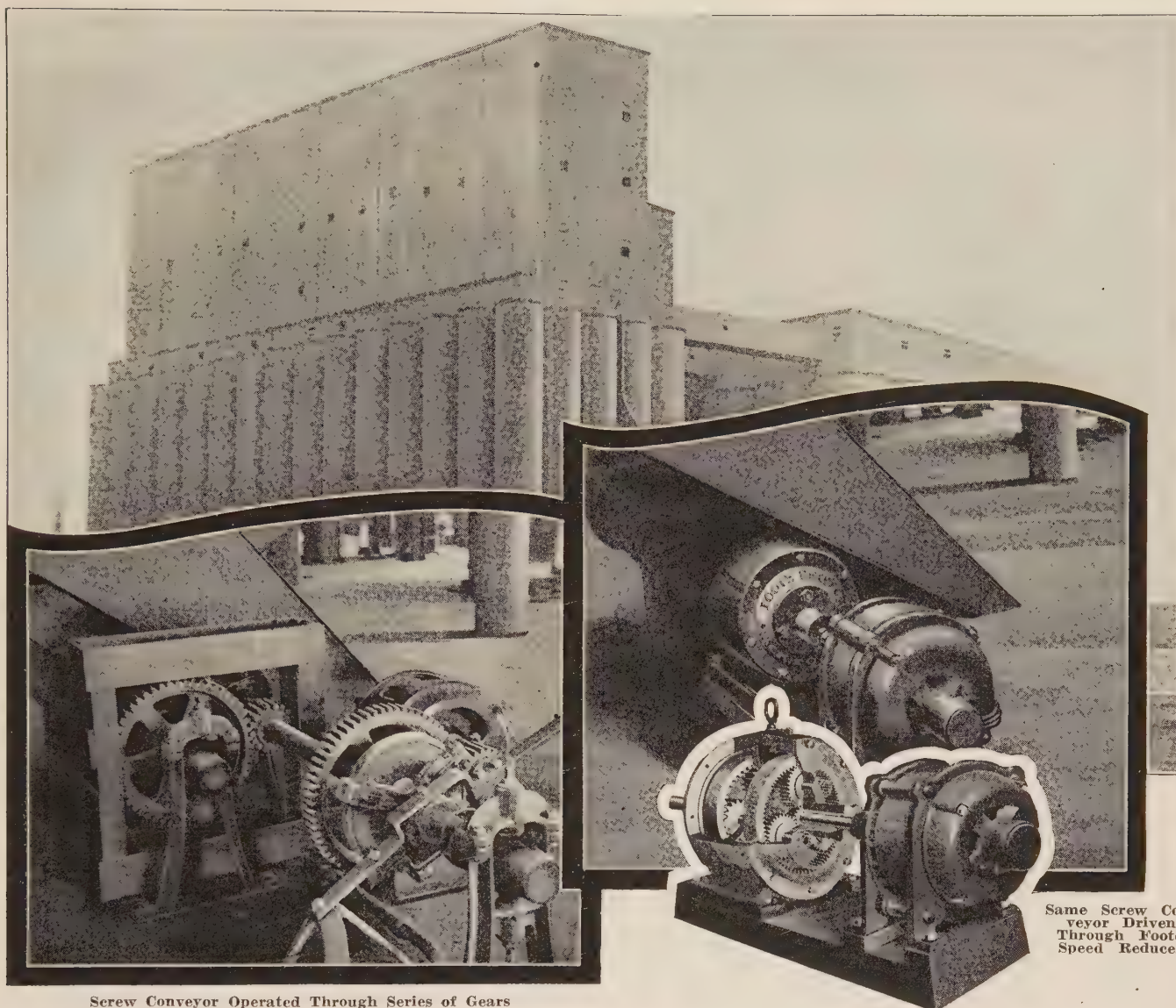
The Mutual Fire Prevention Bureau

### A. R. Young Material Co.

1710 Grand Avenue

KANSAS CITY, MO.





Screw Conveyor Operated Through Series of Gears

Same Screw Conveyor Driven Through Foote Speed Reducer

## Your Equipment Needs This

WHEREVER a reduction in motor speed of 3 to 1 or more is necessary, Foote Speed Reducers do the work at a saving in installation cost, operation cost, maintenance cost, replacement cost and power cost.

Foote Speed Reducers replace open equipment such as belts, chains, ropes, open gearing, etc. Because they are entirely enclosed with all moving parts running in oil, they deliver from 86 to 94% of the motor power, provide positive safety to workers, give uninterrupted service.

They are ideal for use on belt and screw conveyors, elevator legs, etc.

Tell us about your equipment and let our engineers show why you need FOOTE SPEED REDUCERS.

### LET OUR ENGINEERS HELP YOU.

Our Engineers will be pleased to assist you to solve your speed reduction problems. This service is yours to use freely without cost or obligation.

Write for Literature

## FOOTE BROS. GEAR & MACHINE COMPANY

Mfrs. of Rawhide and Bakelite Pinions and Cut Gears of All Kinds. Send for Catalog. Special Machinery Made to Order. Submit Your Blueprints.

252-262 N. CURTIS STREET

J. R. Shays, Jr.  
100 Greenwich St., New York City

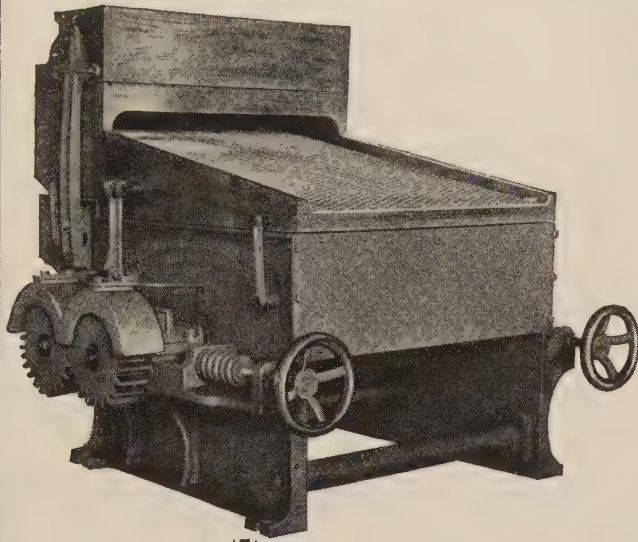
CHICAGO, ILL.

King & Knight, Underwood Building  
San Francisco, Calif.





# Real Clean Cracked Corn



—not to exceed 2% of meal  
—is best produced on a  
**GIBSON CORN CRACKER**

The corn is thoroughly scalped before cracking and is then cut by the Gibson improved helical corrugation — the grain is not crushed or ground.

Gibson Mills consisting of the Corn Cracker Oat Crusher, and the Gibson Combination are highly specialized units. They will produce a cleaner, better product at lower power and labor cost than any mill built. Special bulletins on request.

**GIBSON OAT CRUSHER CO.**

Manufacturers

1530 McCormick Bldg.

Chicago

## In Grinding all kinds of Grain The Monarch Does Three Things:

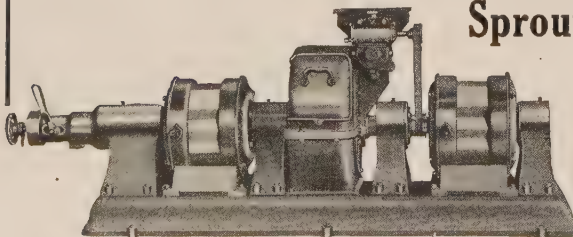
1. Produces uniform chop
2. Saves power
3. Gives steady service

These are the three reasons why you hear so many millers say "We have yet to see the equal of the Monarch Mill."

Monarch Mills give steady service because they are more simple in

construction than any other mill. There are no tramping devices on the Monarch—there is no need for any, for the simple reason that **the Monarch never gets out of tram.**

Whatever you have to grind the Monarch can do it for you at less cost—fewer shutdowns and less repair bills. Let us give you facts.

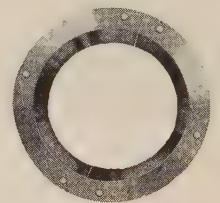


**Sprout, Waldron & Company**

"Builders of Monarch Mills"

1202 Sherman Street  
Muncy, Pa.

Chicago Office: 9 South Clinton Street  
Kansas City Office: 308 New England Bldg.



The seal ring used on the Monarch works in conjunction with the steel blade-like dust collar prevents grain from passing through the mill without being ground. The Monarch Seal Ring is so constructed that all friction is eliminated and very little wear is possible. It can easily and quickly be adjusted at any time.

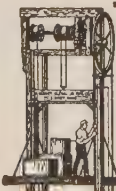
Write for our new Attrition Mill Catalog, which explains this and other features in detail.

### Cover's Dust Protector

Rubber Protector, \$2.00

Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

**H. S. COVER**  
Box 404 South Bend, Ind.



**SIDNEY ELEVATORS AND MAN LIFTS**  
are Money Makers  
They will reduce your handling expense and speed up your work. Easily installed. For quotations give your requirements.  
**SIDNEY ELEVATOR MFG. CO.**

### DINGS MAGNETIC SEPARATORS

Remove tramp iron and steel from grain before it goes into the feed grinder. Prevent dust explosions and fires, breakage of rolls and damage to grinding faces. **WRITE FOR BULLETIN.**

**DINGS MAGNETIC SEPARATOR CO.**  
642 Smith Street, Milwaukee, Wis.



## WHAT DOES THE SLACK SEASON MEAN TO YOU?

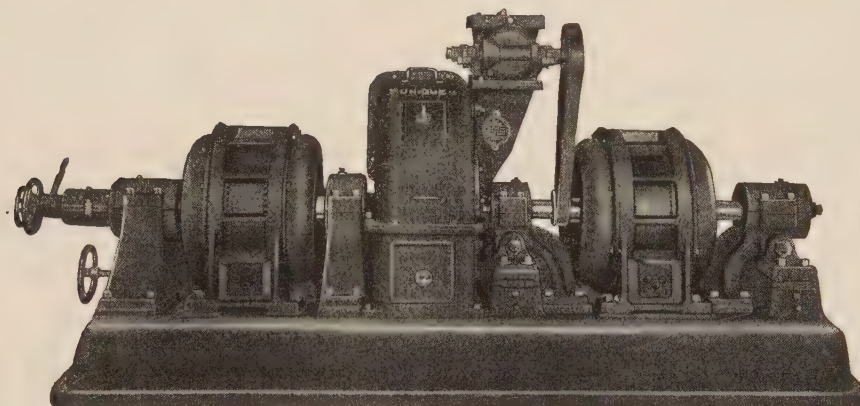
When it's time to take stock of the year's business — what is it that has kept the profit side of your ledger from being filled? What is it that forces you to show a small margin of profit? You know—it is the common slack season.

And is it really necessary for you to show a poor profit on this sole account? Frankly, it is not necessary. In fact, you will not only be able to keep the seasonal profits in your ledger unmarred, but you will be able to add to them by

**Grinding Feed for Your Farmer Patrons, and the Cattle and Hog Raisers of Your Community with the aid of a**

## UNIQUE BALL BEARING ATTRITION MILL

The  
Grain  
Dealers'  
Friend



**MORE and  
BETTER  
Grinding  
CHEAPER**

Hog and Cattle raising and Dairy Farming is developing rapidly and with its development comes the increased demand for nourishing feeds. Educational campaigns have taught the farmer that GROUND FEEDS were most wholesome for cattle and hogs and this has created a demand that brings the elevator an opportunity for expansion in activity which will serve to eliminate the terrors of a slack season in receiving and shipping, and which will hold and add to the profit side of the ledger.

Let us give you complete information in regard to the production of ground feeds for cattle and hogs. Ask for Catalog No. 12, which not only illustrates and describes the necessary machinery, but which also contains authoritative information that will help you in selling feeds to your customers. Write today.

# ROBINSON MFG. CO.

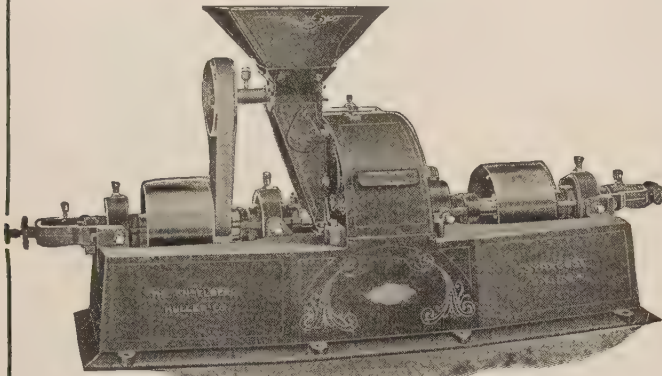
P. O. BOX 411 - - - - - MUNCY, PA.

CHICAGO OFFICE—516 F. C. AUSTIN BLDG., CHICAGO, ILL.

*The UNIQUE Flour, Feed and Cereal Mill Builders*



## The "HALSTED" HAS NO EQUAL



No Seal Rings      Positive Feed  
Scientific              Economical  
Wick Oiler Bearings

Its best friend is the man who has used other makes.

Grinding Plates alike on both sides, and being reversible, gives FOUR cutting edges.

Highest efficiency at the smallest expense.

**THE ENGELBERG HULLER CO.**  
SYRACUSE, N. Y., U. S. A.

## Grain Dealers' Convention Headquarters

## The Texas Hotel Fort Worth

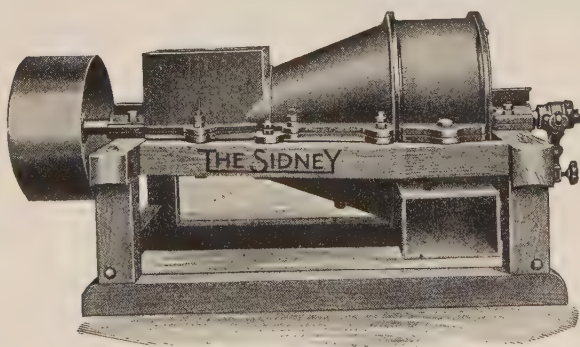
600 Rooms      :-:      600 Baths

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\$2 and Upward for Single Rooms  
\$5 and Upward for Double Rooms

*Largest and Finest In The South*

## The Sidney Line



**Shellers—Cleaners  
Manlifts—Boots**

and in fact everything for the  
modern grain elevator.

*Send for illustrated literature descriptive  
of the Sidney Line.*

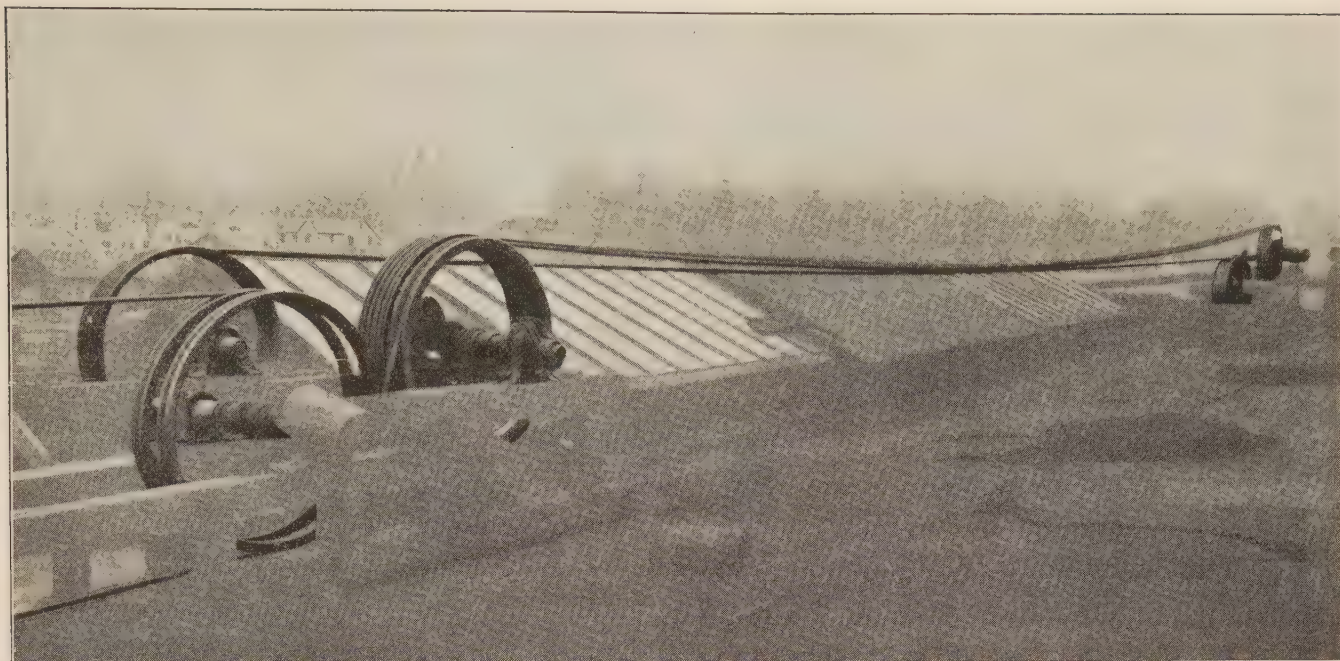
**The Sidney Grain Machinery Co.**  
SIDNEY, OHIO

## Corrugated Sheets

We specialize in corrugated sheets for roofing and siding; also sheet metal work for elevators. Immediate shipment from Chicago. Send for stock list of bargains in galvanized sheets.

**The Sykes Company**  
2270 W. 58th Street  
CHICAGO





## Use a Weather-Proof Rope

The rugged weather-resisting construction of Columbian *Tape-Marked* Pure Manila Rope is such that it will render years of uninterrupted service, even though exposed to the elements. The Columbian Rope Drive illustrated above is in continuous operation day and night, on the roof of a large paper factory.

Columbian Transmission Rope can always be identified by the conspicuous red and blue yarns on the outside, and by the familiar red, white and blue *Tape-Marker* contained throughout the full length of one strand. This marker, when untwisted from its yarn-like form, distinctly shows the words "Guaranteed Rope made by Columbian Rope Co., Auburn, N. Y.,"—a certain indication of the manufacturer's willingness to stand back of his product.

Write us for the name and address of a Columbian jobber in your locality.

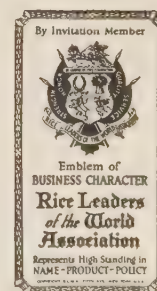
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## Columbian Rope Company

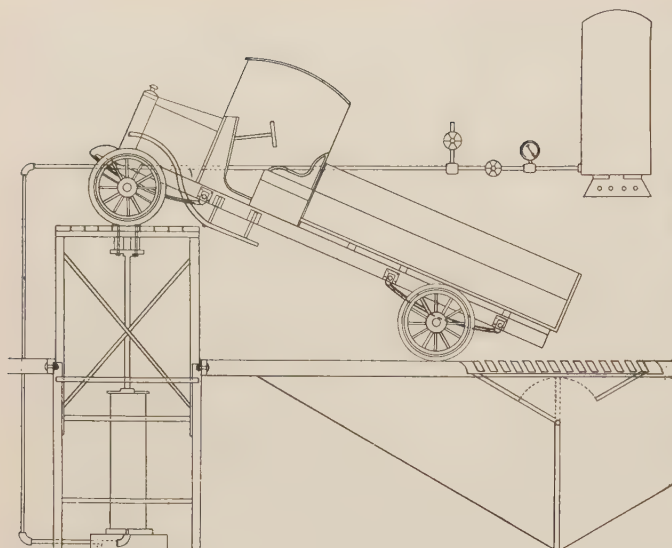
322-60 Genesee Street

Auburn, "The Cordage City," N. Y.

Branches:— New York Chicago Boston Houston







## The Ideal All-Steel Truck Dump

is the strongest, safest and most durable, yet the simplest and easiest to install and operate of any dump on the market. It is all made of **Channel** instead of Angle Irons.

The Ideal Truck Dump is shipped complete ready to install, except wood platform and supports for same, pipe and fittings.

The machine is so constructed that front may be closed to keep anything from getting under platform while in operation.

The Ideal dump will satisfactorily handle any load either truck or wagon in connection with our Ideal dump grates.

They are shipped in sections which will insure you the lowest possible freight rate. One man with helper can install the complete equipment in one day.

## The Ideal Flexible Grain Spout

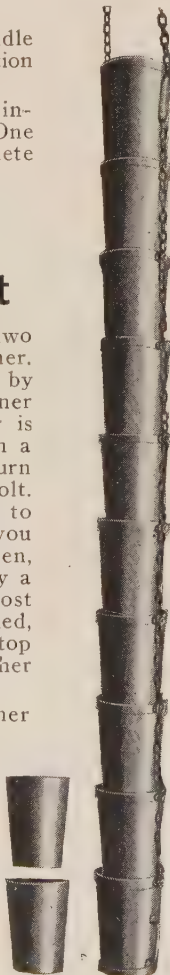
Is made of high grade carbon steel in two parts, an outside casing and an inside liner. The liner is held in its working position by the use of one small bolt through the liner and casing. Near the top of inside liner is four holes at equal distance apart, so when a liner is worn out just remove the bolt and turn liner to the next hole in liner replace bolt. This gives you a new wearing surface equal to a new liner. Continue to do this until you have used all four sides of the liners. Then, instead of buying a new spout, you can buy a new set of liners at about one-third the cost of a new spout. This spout is all spot-welded, no rivets or bolts used, no rough places to stop the force of grain. Will deliver grain farther back in car than any spout made.

Will give four times the service of any other spout on the market.

Write for Catalog

**Ideal Truck Dump Co.**

2709 Cuming Street  
Omaha Nebraska



# Kewanee

## All Steel Truck Lift

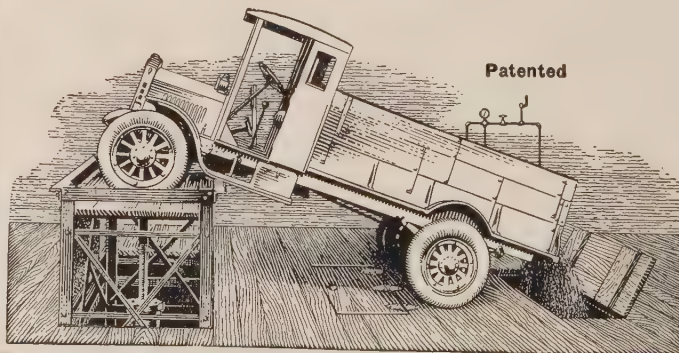
**Costs less installed  
than any other  
reliable device**

Are you through when you buy your truck dump? What about the cost of installing it? A *low priced* device may cost so much to install that in the end it is the most expensive equipment you can buy.

*We positively know from experience that in the big majority of cases a Kewanee Truck Lift costs less money installed than any other reliable truck dumping equipment on the market.* The reason is obvious. A Kewanee reaches you in 4 major units, completely assembled. You have no costly inclines to build nor expensive alterations to make in your driveway.

Before you buy any truck dumping equipment we urge you to find out what it will cost **completely installed.**

Sold and installed by most all good elevator contractors. If your contractor does not have blue prints and prices write us direct.



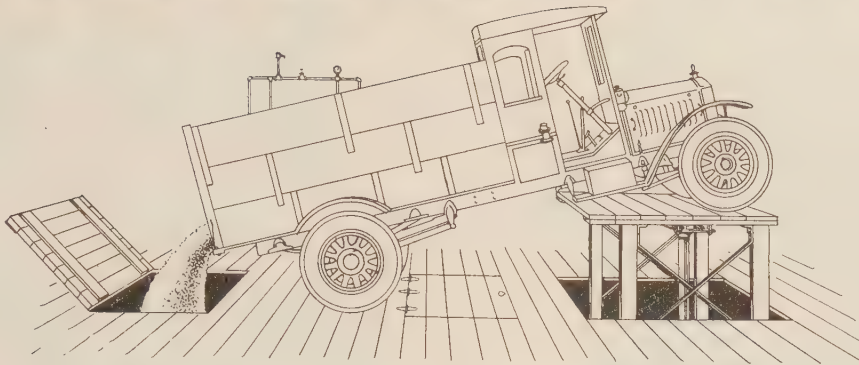
## Kewanee Implement Company

Kewanee, Illinois

Southwestern Distributors  
Fairbanks, Morse & Co., Kansas City, Mo.



# WASCO ALL STEEL TRUCK DUMP



## GUARANTEED

Simple in construction and dependable under all conditions—Dumps Trucks, Wagons and Sleighs.

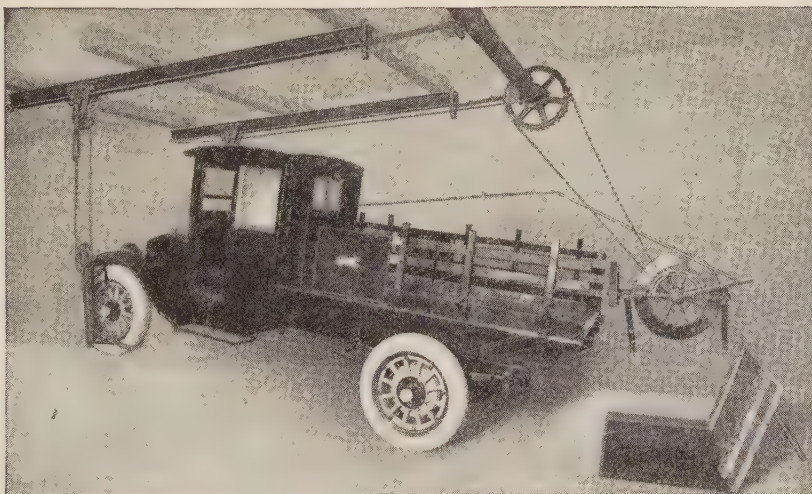
WASCO all steel truck dump is constructed of heavy 7-inch channel iron with the inside corners milled, allowing a smooth, free movement. This is trussed and cross-braced, making the structure absolutely rigid and permitting no sag, twist or sideplay.

The cylinder compressor and tank are the best that money can buy. Every Wasco Dump is thoroughly inspected before leaving the factory.

**WALREDH SUPPLY CO.,** OFFICES: 512-14 SCHOOL ST. DES MOINES, IOWA

See the WASCO first. You will not only get a better dump but you will save some real money when you buy a WASCO dump. Write us for specifications and price or ask for our special representative to call.

# THE McMILLIN WAGON AND TRUCK DUMP



Dumping of grain has one set principle,—that is, by placing the vehicle on an angle so grain will leave the vehicle by its own gravity.

The simplest way to accomplish this is to raise the front end, which is easily done were it not for the different lengths of vehicles.

We have overcome this difficulty by providing an adjustable hoist which can be moved to fit any length vehicle and still discharge them into the one dump door.

By extending the track this hoisting mechanism will supply several different dump doors, if desired, just as efficiently as it supplies one. In so doing there is no platforms or cutting of driveway floor.

No extra weight lifted when dumping.  
Small amount of material and time required for installing.  
Can raise to any angle and stop at any point desired.  
Easily installed in old or new driveways.  
All machines arranged for operating either by hand or power.  
Under operator's control at all times.

Compare this with any other dump on the market for flexibility in the handling of all styles and lengths vehicles which today are used for hauling grain to the grain elevators.

**Simple - - Durable - - Practical - - Speedy**

FOR FURTHER INFORMATION ADDRESS

**L. J. McMILLIN, 525 Board of Trade Building, INDIANAPOLIS, IND.**

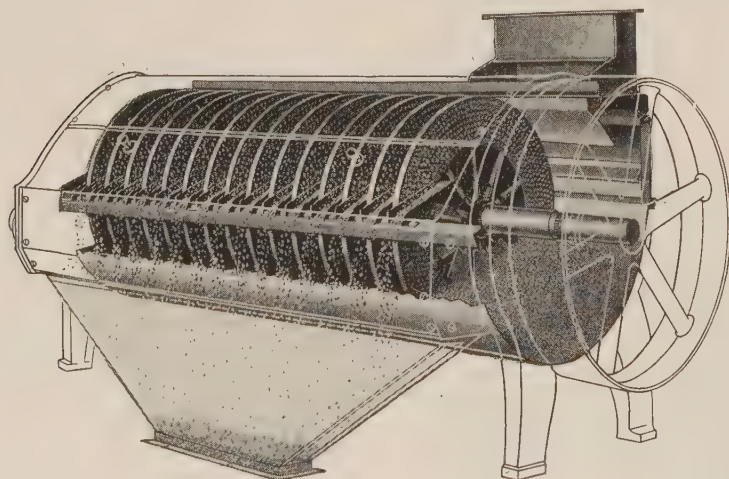


# Why Elevators Profit by Using the

## CARTER DISC SEPARATOR

Substantially increased net profits in hundreds of elevators can be traced directly to the use of this efficient method of cleaning grain. Carter Disc Separators accomplish the following results:

1. Entire removal of dockage  
—a commercially perfect separation
2. *No wheat lost in the tailings.*
3. Increase in the test weight of wheat  
—due to the scouring action of the discs
4. *Wheat cleaned thoroughly at the lowest cost yet attained.*
5. No sieves or screens to clog
6. A neat, compact machine that runs smoothly day and night, without trouble or attention, and gives steady service year after year.



*Try the Carter at Our Expense.*

**CARTER-MAYHEW MFG. CO.**

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Kansas City Office—518 New York Life Bldg.  
In Canada, Manufactured and Sold by  
The Strong-Scott Mfg. Co., Ltd., Winnipeg

## Grain Testing Scales



No. 5055  
For Grain Testing, Etc.



No. 4000 Used in Moisture Testing  
SEND FOR CATALOG NO. 35 G

## The Torsion Balance Co.

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## Grain Receiving LEDGER

A book designed for use by Grain Buyers who keep individual accounts with farmer patrons. Is ruled for facts regarding wagon loads received. Its column headings being: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks.

Each of its 204 pages of linen ledger paper, size, 8 1/4 x 13 3/4 inches, is ruled for 42 wagon loads and numbered. Each page may be used for one or more accounts as desired. A marginal index is bound in front. Bound in cloth with leather back and corners. Order Form 43.

Price, \$3.25

**Grain Dealers Journal**

309 So. La Salle St., CHICAGO, ILL.



# 18" below water-level— “the only dry basement around here”

ARCHITECTS “Ye Planry,” of Reno, Nevada, pinned their faith to Medusa Waterproofing for the basement concrete work in a building being erected at Sparks, Nevada. The floor level is 18" below water-line, and the whole job had to be carried through under heavy pressure.

Medusa Waterproofing Powder, mixed with the cement as directed by us, proved thoroughly effective—the Consulting Architect writes:—“this basement is the only dry one in the locality, we understand.”

Why take chances on your underground work getting waterlogged, when just a little extra investment in Medusa Waterproofing—Powder or Paste—will keep the whole job damp-proof as long as the concrete stands? Only 2 pounds of Waterproofing per sack of cement, or 8 pounds per barrel, are required to keep all moisture out of concrete.

Add to any standard portland cement while mixing, or better still, if within shipping range, order Medusa *Waterproofed* Gray Cement, which contains the correct amount of Medusa Waterproofing added to the cement and thoroughly ground in during process of manufacture, saving you all trouble in proportioning and mixing.

*Interesting booklets, directions for use, etc., all ready to send you. Write today.*

## THE SANDUSKY CEMENT COMPANY

Dept. G. J.

Cleveland, Ohio

NEW YORK, 350 Madison Ave. — DIXON, ILL., 34 Dixon National Bank Building

*Manufacturers of Medusa Stainless White Cement (Plain or Waterproofed); Medusa Gray Cement (Plain or Waterproofed); Medusa Waterproofing (Powder or Paste); and Medusa Cement Paint.*

# MEDUSA

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## WATERPROOFING

‘ ‘ ‘ Powder or Paste ‘ ‘ ‘





## Use a FAIRBANKS and be Sure

For years Fairbanks Scales have had a world-wide reputation for dependability, unusually long life and continued accuracy.

So reliable are these scales known to be that "Weighed on a Fairbanks" has come to be recognized practically as a guarantee of *quantity*.

Besides the universally useful model shown here, there are hundreds of other Fairbanks Scales—many designed for your particular weighing problems.



CHICAGO 900 South Wabash Avenue  
NEW YORK Broome and Lafayette Streets  
—and Forty Other Principal Cities in the U. S.

# FAIRBANKS SCALES

"If it's weighed on a FAIRBANKS, there's no argument"

186

# WELLER

## Elevator Buckets



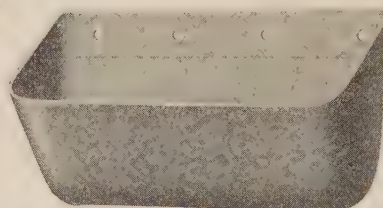
"V" Type

A bucket for high speed and perfect discharge



"Salem"

Weller Buckets are well made and will give the service



We Also Make  
Buffalo Favorite and Rialto Buckets  
and a Complete Line of  
Grain Handling Equipment

Write for prices

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Chicago, Ill.

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## DURABLE WIRE ROPE

FOR

Power Grain Shovels  
Spout Hoists  
Car Pullers

Jack Ropes  
Pile Drivers  
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Drives

Jupiter Transmission

## ROEBLING BLUE CENTER STEEL ROPE

for severe duty, made of a superior grade of steel produced in Roebbling Furnaces.

JOHN A. ROEBLING'S SONS COMPANY  
165 West Lake Street Chicago, Ill.

## Wagon Loads Received

A book for the use of country grain buyers in keeping a record of grain received from farmers. Some dealers record oats receipts in front and corn receipts in the back of book; others use a separate book for each kind of grain.

Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks.

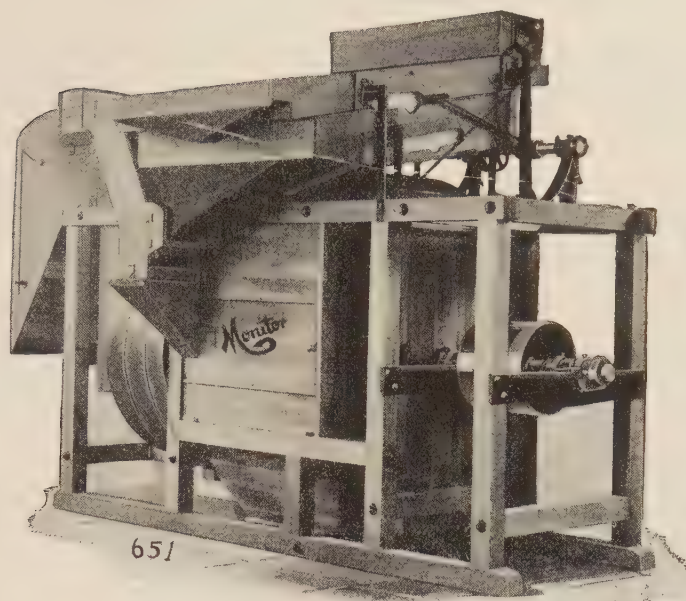
The book is 9½x12 inches, 160 pages, 20 lines to each page, giving room for recording 3,200 loads, printed on Linen Ledger Paper and is well bound in strong board covers with leather back and corners. Order Form 380.

Price, \$2.75

### GRAIN DEALERS JOURNAL

309 South La Salle St., CHICAGO, ILL.





## ***There Is A Right Way***

Oats can be clipped profitably. The sure way is the MONITOR way. The big men of the grain trade use the MONITOR because it clips with little shrinkage—uses little power and puts the weight in the bushel.

Columbia Malting Co., of So. Chicago, are putting in a No. 11 MONITOR Clipper.

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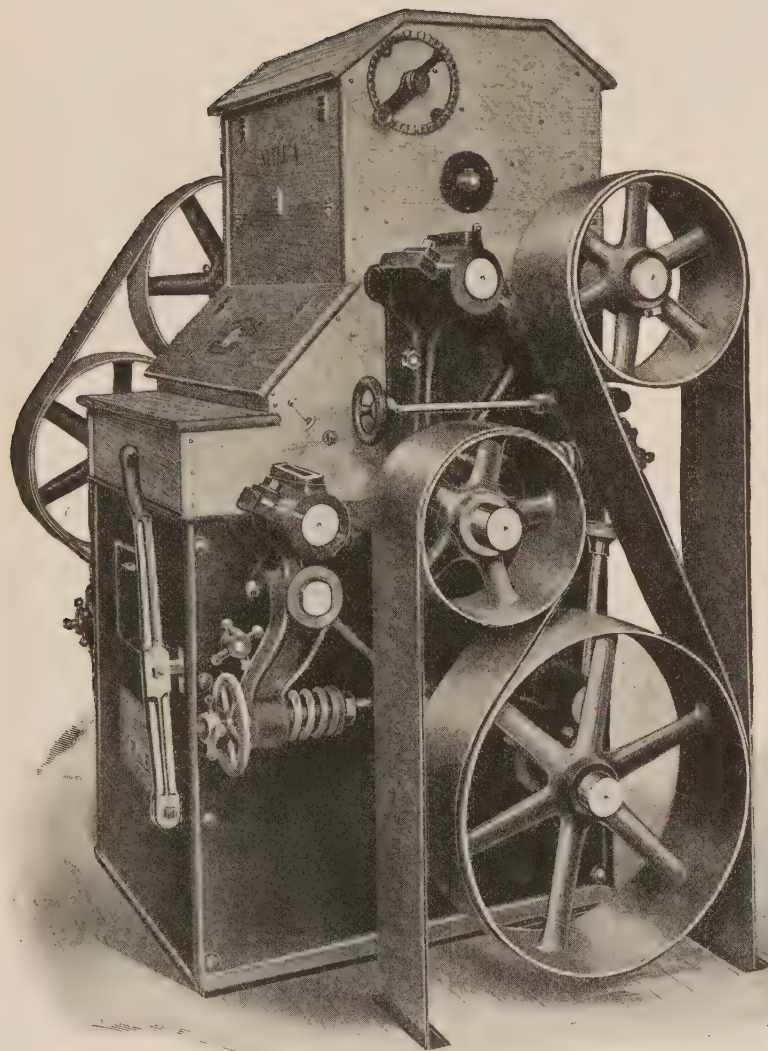
Tillsonburg, Ontario



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*"Bread is the best and cheapest food"*

# Bigger Profits in Feed Grinding



We have the right capacity for your requirements.  
Write at once for our booklet, "The Strong-Scott Feed Mill."

Your profits on feed grinding depend a great deal upon the efficiency of your grinder and its freedom from trouble.

Here's a feed mill that has stood the test of a quarter-century's use and becomes more popular every year. Note these features of the

## Strong-Scott Feed Mill

1. Belt driven—no expensive sets of gears—no vibration, better grinding.
2. Roll feeder easily adjusted by a spring ratchet.
3. All grinding adjustments made by turning hand wheel.
4. Our own styles of corrugations that use has proved superior to any others.

*Everything for Every Mill and Elevator*

**The Strong-Scott Mfg Co.**  
Minneapolis Minn.      Great Falls Mont.  
In Canada: The Strong-Scott Mfg. Co. Ltd. Winnipeg



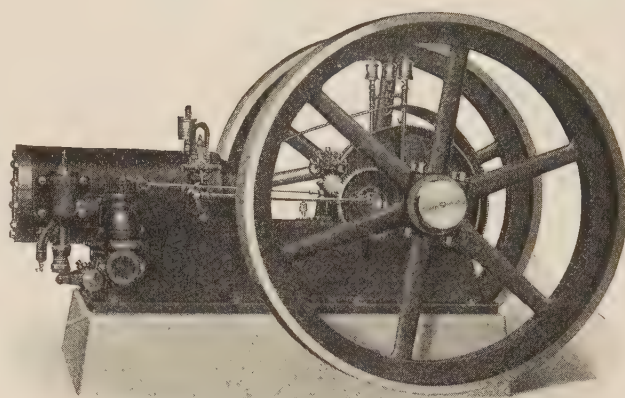


# Eliminate Your Power Worries Until 1943

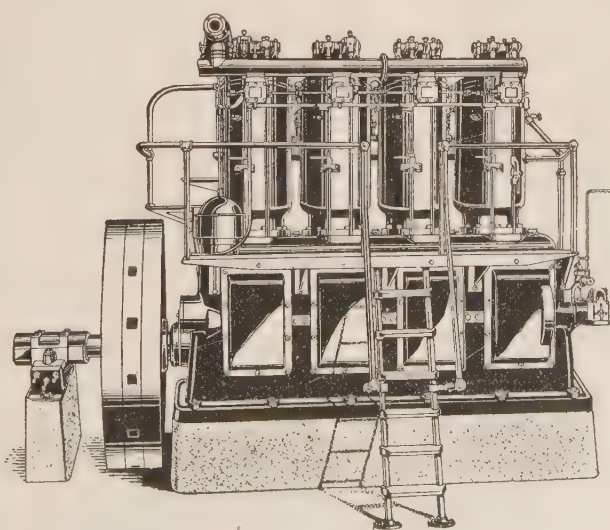
Wouldn't you enjoy disposing completely of your power problem for 20 years and more?

A great many power users have done this by simply installing a FOOS engine in their power plant. There are scores of FOOS engines throughout the country performing faithfully and efficiently every day, that were installed more than 20 years ago.

The highest quality of materials obtainable plus master workmanship and 36 YEARS EXCLUSIVE ENGINE BUILDING EXPERIENCE enables offering for mill or elevator, a high grade engine that will operate efficiently and economically for many years after cheaper makes would be discarded and forgotten.



Horizontal Type 8 to 90 H. P.



Vertical Type 65 to 325 H. P.

We are offering for a limited time to elevator builders and operators an unusual money-saving proposition, never before offered on FOOS engines, and which will never be repeated.

— Write for It —

**The FOOS GAS ENGINE CO.**  
Springfield, Ohio





## If the subscriber paid direct

Suppose that every Monday morning all the people who have a hand in furnishing your telephone service came to your door for your share of their pay. From the telephone company itself, would come operators, supervisors, chief operators, wire chiefs, linemen, repairmen, inspectors, installers, cable splicers, test-board-men, draftsmen, engineers, scientists, executives, bookkeepers, commercial representatives, stenographers, clerks, conduit men and many others, who daily serve your telephone requirements, unseen by you.

There would be tax collectors to take your share of national, state and municipal taxes, amounting to over forty million dollars. There would be men and women coming for a fair return on their money invested in telephone stocks and bonds—money

which has made the service possible. Then there are the people who produce the raw materials, the supplies and manufactured articles required for telephone service.

They would include hundreds of thousands of workers in mines, smelters, steel mills, lumber camps, farms, wire mills, foundries, machine shops, rubber works, paint factories, cotton, silk and paper mills, rope works, glass works, tool works, and scores of other industries.

When you pay your telephone bill, the money is distributed by the company to the long line of people who have furnished something necessary for your service. The Bell System spares no effort to make your service the best and cheapest in the world, and every dollar it receives is utilized to that end.



**"BELL SYSTEM"**  
**AMERICAN TELEPHONE AND TELEGRAPH COMPANY**  
 AND ASSOCIATED COMPANIES  
*One Policy, One System, Universal Service, and all directed toward Better Service*

**10,000 SHIPPERS**  
 Are now using

**TYDEN  
 CAR SEALS**

Bearing shipper's name and consecutive numbers.

Prevent  
**CLAIM LOSSES**  
 Write for samples and prices

**INTERNATIONAL SEAL & LOCK CO.**  
 Chas. J. Webb, Vice-President  
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**CONE-SHAPE  
 GRINDERS**

**IT PAYS TO GRIND ALL GRAINS**

Look to the Grinders. They do the work! Bowsher's Cone-Shape grinders are the correct principle in Feed Mill construction. They mean larger grinding surface close to center of shaft; thus More Capacity, Lighter Draft, Longer Life.

"Desire to express my appreciation of the long-lasting, trouble-proof Bowsher. Have used a No. 4 ten years with less than One Dollar per year for repairs." R. W. Watt, Jacobsburg, O.

10 sizes; 2 to 25 H. P. Write for free catalogue.

**G1**

**N. P. BOWSHER CO., SOUTH BEND, IND.**

**DIXON'S  
 SILICA-GRAPHITE  
 PAINT**

is a natural combination of silica and flake graphite. The vehicle is pure boiled linseed oil. It will not crack or peel off because of the natural elasticity of the flake graphite, while the silica furnishes the wear-resisting qualities. Because of these qualities, Dixon's Paint affords better and longer protection. By making frequent repainting unnecessary it lowers the cost of paint upkeep.

Write for Booklet 15-B.

**JOSEPH DIXON  
 CRUCIBLE COMPANY**  
 JERSEY CITY, N. J.  
 Established 1827.

**A  
 cyclone  
 in the  
 true sense  
 of the word  
 has force of  
 air without any back draft.**

## The New "1905" Cyclone Dust Collector

By improved construction, three-fourths of the back draft is eliminated and better work is done on less power. Send for prices and particulars.

*The Knickerbocker Co.  
 Jackson, Mich.*

**This space  
 is yours**

If you are the first to apply for it.



# Save Time, Health and Energy

BY USING A

## Barnard-Moline Safety Man-Lift



Many fires can be averted, and other necessary duties performed more quickly and conveniently by installing a Barnard-Moline Safety Man-Lift, which is especially designed for use in small flour mills, feed mills, grain elevators and warehouses.

Fire Insurance Companies endorse and recommend the installation of Man-Lifts and allow a proportionate reduction in rates where they are installed in grain elevators.

The Barnard-Moline Safety Man-Lift consists of a cab 28 x 30 inches by 7 feet 7 inches high, equipped complete with rope sheave, bump spring, wood guides, balance and counterbalance weights, also steel hoisting cable, hand and trailing ropes of proper length for height of cab travel.

It requires a space, approximately  $3\frac{1}{2} \times 5\frac{1}{2}$  feet on each floor, which allows sufficient room for getting on and off the cab. A space ten feet above level of top floor is required for clearance of sheave wheel on top of elevator shaft.

### EQUIPPED WITH DOUBLE SAFETY STOP DEVICE

Under the floor of the cab is a pair of adjustable brake clamps, the jaws of which embrace both sides of the wood guides, enabling the operator to stop the cab anywhere and lock it.

Attached to the top frame of cab is a pair of automatic safety catches, to one end of which the steel hoisting cable is secured. These safety catches operate on the guides and automatically stop the cab in case the hoisting cable should break.

### EASY TO OPERATE

To ascend, the operator, after balancing his own weight with the counterbalance weight, gets on cab, presses down on foot lever and gives the hand-rope a slight pull downward. When he has reached the required landing station he merely removes his foot from the foot lever, which applies the brakes, stops and positively locks the cab in this position until brakes are released by operator stepping on foot lever. To descend, pull hand-rope upward.

**WHEN WRITING FOR PRICES** give us the measurement from lowest to the highest floors between which you wish the Man-Lift to travel. Prices will be quoted on either steel or wood, as desired.

**We Manufacture Everything for the Elevator  
from Pit to Cupola**

*Let us quote on your requirements*

**Barnard & Leas Manufacturing Company**

MILL BUILDERS AND MILL FURNISHERS

Established 1860

Moline, Illinois





## Pneumatic Sweeping Systems

for Grain Elevators are Efficient because

They positively remove and collect the dust without scattering it. The ground can be covered more rapidly than by broom sweeping. The sweeping nozzle is effective on both forward and backward strokes. Many other advantages.

Latest report of Dust Explosion Hazards Committee (Nat'l Fire Protection Ass'n), advocates pneumatic sweeping in grain elevators. Complete copy of report sent on request.

**Allen & Billmyre Co.**  
INC.

Pneumatic Engineers

Grand Central Palace  
NEW YORK CITY

MAKING B/L BUSINESS MORE PROFITABLE FOR  
CORRESPONDENT BANKS & SHIPPERS — No. 6



## Notified of Arrival

Closely in touch with freight departments and schedules, our B/L organization frequently is the first to locate an incoming shipment and to notify the commission man or buyer.

Our effort is to assist in reducing the time of B/L shipments in transit and to present the draft as soon as the cars arrive.

In this way the buyer is immediately notified of arrival and enabled to have the car set on siding for unloading. The result is prompt delivery, prompt payment, and quickened turnover—avoidance of the hazards incident to delays in marketing and collecting.

*The service we have built up over a period of years as the B/L bank of Chicago is of interest to every shipper and correspondent bank handling B/L drafts, whether the destination is Chicago or beyond.*



# UNION TRUST COMPANY

CHICAGO

Offering the Seven Essentials of a Banking Home

Safety Spirit Experience Caliber Convenience Completeness Prestige

# SULPHUR

Highest quality for bleaching grains. Guaranteed 99.5% pure and entirely free from arsenic. Quick shipment from mines or nearby stocks.

## TEXAS GULF SULPHUR COMPANY

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N. Y.

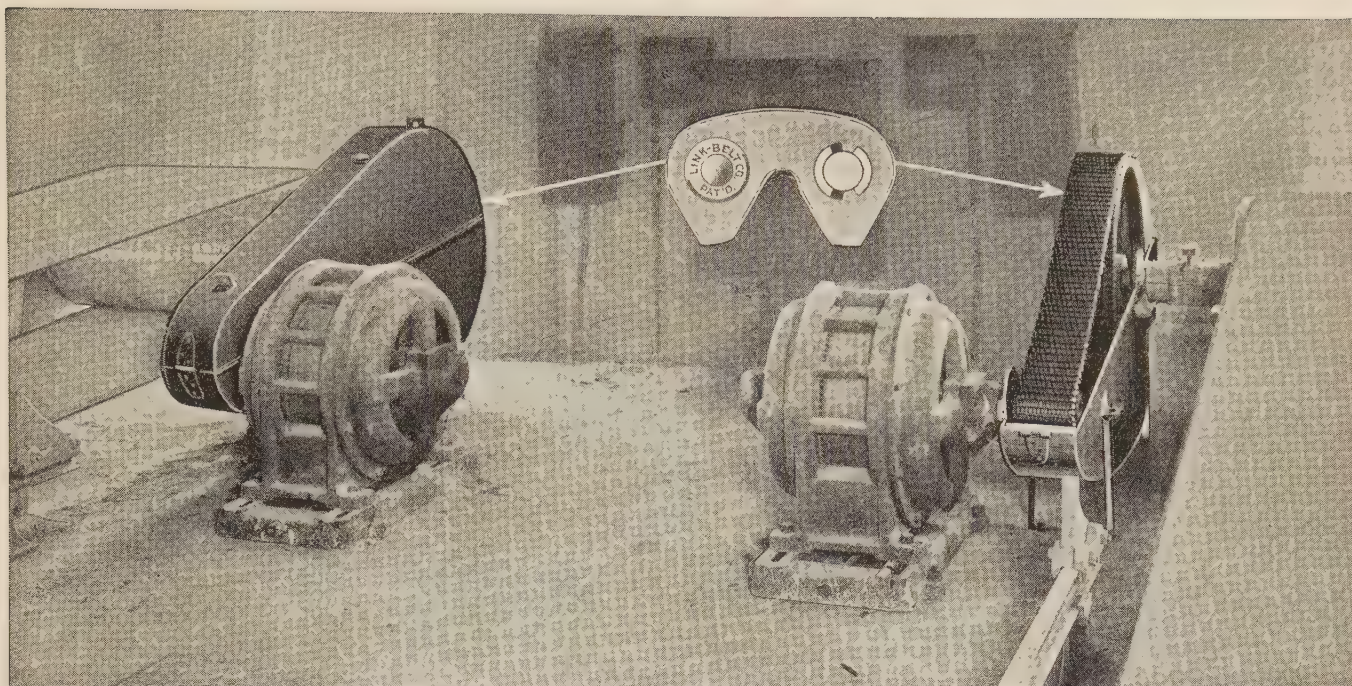
MINES:

Gulf  
Matagorda County  
Texas

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7 So. Dearborn St.  
Chicago, Ill.





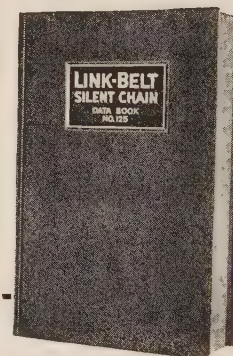
## Ten Link-Belt Drives at M. K. & T. Elevator

The new elevator of the Missouri, Kansas and Texas Ry. Co., (Jas. Stewart & Co., Chicago, contractors) is equipped with ten Link-Belt Silent Chain Drives.

This is another evidence of the trend towards efficient methods of power transmission in grain elevators.

The drives are enclosed in Link-Belt dust-proof, oil-retaining casings, making an ideal, compact, safe method of transmitting power.

Learn more about this effective, quiet drive for driving all kinds of equipment and lineshafting in grain elevators and flour mills. Send for our 144-page price list data book No. 125. It is a handbook of silent chain practice, showing how to figure drives and determine prices. Return the coupon.



LINK-BELT COMPANY  
910 S. MICHIGAN AVENUE CHICAGO

Please send postpaid—Link-Belt Silent Chain Data Book No. 125.

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Buffalo . . .	748 Elliott Square	Portland, Ore. . .	101 First St.	Charlotte, N. C. . .	J. S. Cochran, Com'l Bank Bldg.
Wilkes-Barre . . .	2d Nat'l Bank Bldg.	San Francisco . . .	168 Second St.	Canadian Link-Belt Co., Ltd.	
Huntington, W. Va. . .	Robson-Prichard Bldg.	Los Angeles . . .	163 N. Los Angeles St.	Toronto and Montreal	
	H. W. CALDWELL & SON CO., CHICAGO	NEW YORK, Woolworth Bldg.		DALLAS, TEXAS, 709 Main St.	

# LINK-BELT SILENT CHAIN DRIVES



## Load Railroad Cars Without Scooping

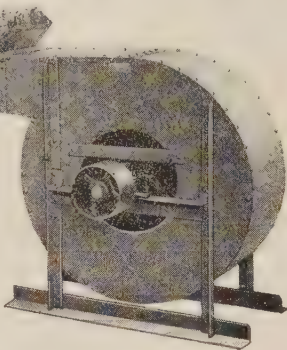
### The Boss Air Blast Car Loader

will load the largest cars without any scooping in a dirty, dusty car. Both ends loaded at the same time. They CANNOT injure the tenderest grain because grain does NOT pass through fan. One-Way spout furnished if desired. Spout adjustable up or down. 30 days' trial allowed. Grain cleaner attachment free. Grades raised. We make PORTABLE outfits also. Suitable for rapid loading when elevator burns down or where there is no elevator. Write today for catalog No. 23, showing all kinds of Air Blast Car Loaders for loading loose grain without scooping, and Chick Feed Graders, also Portable Belt Conveyors for handling coal, sand and gravel with less labor.

**Maroa Manufacturing Co.**

Dept. G.

MAROA, ILL.



**BAD ORDER CARS** cause the loss of many hard earned dollars to shippers of grain and seed. **MUCH OF THIS LOSS** can be saved by the use of Kennedy Car Liners. These car liners practically condition a bad order car and enable shippers to load cars that otherwise would be rejected.

**KENNEDY SYSTEM** of car liners prevent leakage in transit and we make Car Liners for all cases of bad order cars, consisting of full Standard Liners, End Liners and Door Liners.

**WILL YOU NOT** give us an opportunity to submit full details of our system and the low cost of same? We are confident this would demonstrate to you the efficiency and money saving merits of our proposition.

**The Kennedy Car Liner & Bag Co.**  
Shelbyville, Indiana

Canadian Factory at Woodstock, Ontario

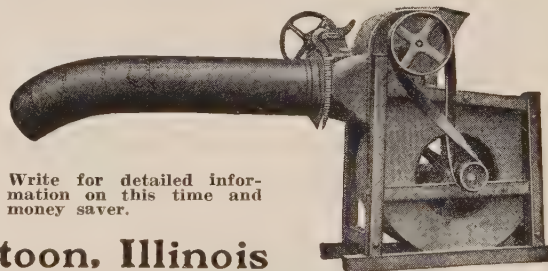
## Clean and Load in One Operation

To make the most money these days the grain elevator operator must operate his plant as economically as possible; he must ship the highest grade possible and it must be clean. To get the maximum in loading facilities and at the same time clean the grain loaded every elevator operator should install

### The Combined Grain Cleaner and Pneumatic Car Loader

It does not mill or crack the grain; fills cars to full capacity; strong, durable, requires no attention after starting. Cools and dries the grain as it passes through the air.

Used by hundreds of elevator owners. List of users will be sent you upon request.



Write for detailed information on this time and money saver.

**Mattoon Grain Conveyor Co., Mattoon, Illinois**

## THE BUSY SEASON



of elevator building and repairing is here. Repairs are big items in the maintenance of machinery. Shrewd purchasers estimate and calculate them closely.

**ECONOMY OF SPACE AND ECONOMY IN USE** are important features.

### THE HALL SIGNALING DISTRIBUTOR

IS A SIMPLE, efficient, durable device which accomplishes ends none others reach, as a thousand testify.

### HALL SPECIAL

(Elevator Leg)

ONE HUNDRED PERCENT greater efficiency.

FIFTY PERCENT longer life.

A record the HALL SPECIAL is making every day where in use.

Costs less to install, or to operate, or to maintain; and does DOUBLE the work of any other leg, of equal size.

**Hall Distributor Company, 222 Sunderland Building, Omaha, Nebr.**

## THE "STAR" WAREHOUSE BRUSH for Sweeping Grain from Cars



We would like to ship you a dozen of these on trial for 60 days. No charge unless the brush proves satisfactory. Send no money—write today. Guaranteed to outwear 5 brooms each. Used

by leading terminal elevators.  
\$16.00 per doz. F. O. B. Minneapolis

**Flour City Brush Co.**

422 So. 4th St., Minneapolis, Minn.

For elevator and mill supplies we issue a net price catalog. If in the market write us for one.

**WHITE ★ STAR ★ CO.**  
WICHITA, KANSAS

When writing advertisers mention the Grain Dealers Journal of Chicago which works to improve your trade conditions. By so doing you help it and your own business.





Pillsbury Flour Mills Co.'s Atchison, Kansas, Mill.

## Reliable Drives

The superiority of Morse Silent Chain Drives as the ultimate solution of power transmission difficulties and problems in grain elevators and flour mills, is confirmed by their installation in the latest plants of these industries.

Pillsbury Flour Mills Co. has again placed the stamp of approval on Morse Drives by specifying them for their Atchison, Kans., mill.

Discriminating grain elevator and flour mill operators, research engineers and architects specializing in the design and construction of these model plants, have selected and specified Morse Rocker Joint Silent Chain Drive, as reliable, efficient, quiet, safe, a Silent Partner saving power saves the profits.

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# GRAIN ELEVATOR BUILDERS

*For Concrete or Wood*  
**Grain Elevators**  
**Feed Plants**  
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*30 Years of Practical Experience*

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Builders of  
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We can furnish and install  
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 vators guaranteeing greater  
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**Concrete Elevators**

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Designer and Builder

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### C. H. BENSON & CO.

Builders of Good Elevators  
 FOR OVER THIRTY YEARS  
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 Any Size or Capacity  
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 Especially Designed for Economy  
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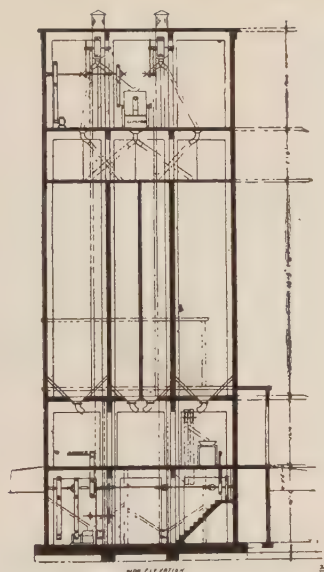


## GRAIN ELEVATOR BUILDERS

### Let The Star Engineering Company

design your new Elevator, or do your remodeling, and you will own a plant that is up-to-date in every particular. Our Engineering Department is at your service.

Write or Wire Us  
Wichita, Kansas



The care and study put into the design and construction of each Reliance Elevator assures the greatest economy in operation. Design No. 1000, side elevation of which is shown above, is especially adapted to the needs of the dealer requiring not over 20,000 bu. capacity. Write for particulars.

**Reliance Construction Co.**  
Board of Trade Indianapolis, Ind.

#### AT LAST!

Fireproof Elevators at Reasonable Prices  
April 1st, 1923

10,000 bu. capacity	\$ 8,000-9,500
20,000 bu. capacity	9,300-10,800
30,000 bu. capacity	12,000-13,500
40,000 bu. capacity	14,500-16,500
50,000 bu. capacity	15,500-17,500

#### Equipment Included

Blueprints and specifications from existing plans \$35. Attractive prices on wood elevators. Special plans drawn to order. Above prices dependent on market variations and local conditions.

**The Acme Architectural Engineers**  
Millikin Bldg. Decatur, Ill.

Successors to  
MILLER, HOLBROOK, WARREN & CO.

**GEO. A. SAATHOFF**  
CONTRACTOR and  
ELEVATOR BUILDER

Mayer Hotel Peoria, Illinois

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### Southwestern Engineering Company

Designers and Builders of

**MODERN MILLS and  
ELEVATORS**

Flour Mill and Elevator Machinery  
SPRINGFIELD, MO.

### HORNER & WYATT

Designers of

Flour Mills and Grain Elevators,  
Warehouses, Power Plants and  
Industrial Buildings.

Preliminary Sketches and Estimates,  
Valuations and Reports.

306 McMillen Bldg., Kansas City, Mo

### BURRELL ENGINEERING & CONSTRUCTION CO.

DESIGNERS AND BUILDERS

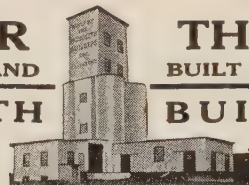
ELEVATORS, FLOUR MILLS AND ASSOCIATED BUILDINGS

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### ANOTHER THORO-BRED DESIGNED AND BUILT BY

**THE MONOLITH BUILDERS, INC.**

509 Mutual Building



Kansas City, Missouri

### FEDERAL ENGINEERING CO.

Designers and Builders—Grain Elevators, Mills and Warehouses  
TOPEKA, KANSAS

### MACDONALD ENGINEERING CO.

DESIGNERS AND BUILDERS OF

**GRAIN ELEVATORS**

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### CRAMER BUILT

is the mark designating the best in Grain  
Elevator Construction at normal prices

W. H. Cramer Construction Co.  
NORTH PLATTE, NEBR.

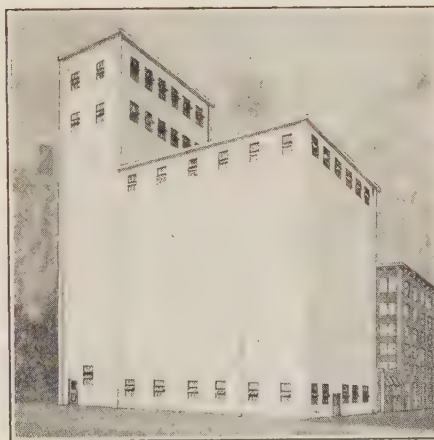
Plans and Specifications Furnished

### HICKOK Construction Co. MINNEAPOLIS ELEVATORS

### R. C. STONE ENGINEERING CO.

320 Merchants Exchange Bldg. St. Louis, Mo.

**DESIGNERS & BUILDERS**



Built for H. C. Cole Milling Co., Chester, Ill.  
Capacity 380,000 bus., 46 bins.

Grain Elevators, Feed Mills,  
Flouring Mills, Warehouses  
and other similar structures

We will contract to build your  
entire plant, complete ready to  
operate, under one contract.

We are experts, we make a  
specialty of re-inforced concrete  
construction. We have recently  
designed and patented some  
very valuable improvements in  
grain elevators. **WRITE US.**



## The Most Modern Elevator in the World



This is an aeroplane view of the Pennsylvania Railroad Company's new Northern Central Elevator No. 3, located at Canton, Baltimore, Maryland, capacity 5,000,000 bushels. This elevator is equipped with

### Four Stewart Link-Belt Grain Car Unloaders

*Every day in every way we are designing and building better and better Grain Elevators.*

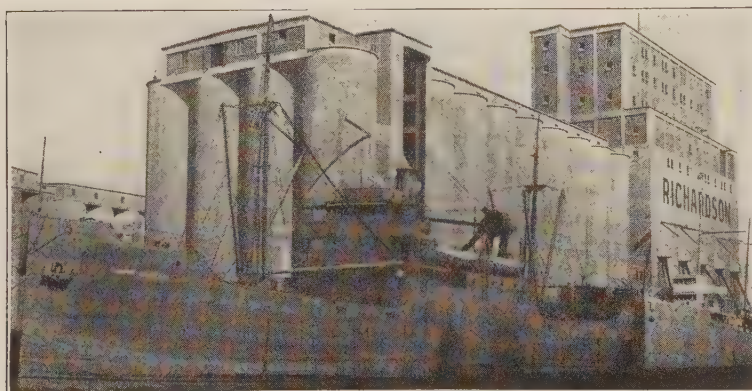
*We have built for many of your friends—Eventually we will build for you.*

*Why not now?*

**James Stewart & Co., Inc.**

Designers and Builders  
GRAIN ELEVATORS  
In All Parts of the World

Grain Elevator Dept., W. B. Sinks, Manager  
1210 Fisher Building, Chicago, Ill.



## One of a Group of Elevators

Built by us at Port Arthur. The group includes elevators for

The James Richardson & Sons, Limited.

The Saskatchewan Co-operative Elevator Co., Limited.

The Grain Growers' Grain Company, Limited.

**THE BARNETT-McQUEEN  
COMPANY, LIMITED**

Designers and Builders of GRAIN ELEVATORS

Offices: Fort William, Ont., Duluth, Minn., Minneapolis, Minn.

# Monarch Built Elevators

assure you economical design, first class work,  
efficient operation and **SATISFACTION**

*Let us submit Designs and Prices*

**Monarch Engineering Company**

**BUFFALO, NEW YORK**

## First Unit Municipal Terminals, City of Norfolk, Virginia, U. S. A.



This work consists of a modern concrete grain elevator, piers, warehouses, slips and wharves, costing approximately \$5,000,000. It is being constructed in accordance with the plans and specifications and under the engineering supervision of

**Folwell-Ahlskog Co.**

Engineers and Constructors

Chicago, Illinois, U. S. A.

MUNICIPAL TERMINALS  
NORFOLK, VIRGINIA  
FIRST UNIT-1922  
FOLWELL-AHLSKOG COMPANY CHICAGO



## FEGLES CONSTRUCTION COMPANY, Limited

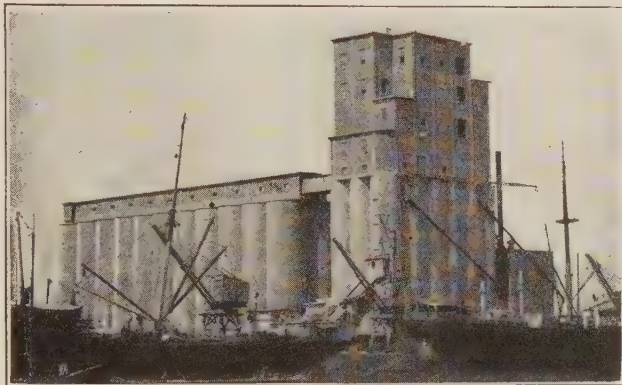
Engineers, Contractors

General Offices

Minneapolis and Fort William



We have the following plants under construction, all fireproof and of advanced design. The Best Is None Too Good for Owners Like These: State of New York, Brooklyn, 2,000,000 bu. elevator and shipping galleries (illustration). State of North Dakota, Grand Forks, 2,600,000 bu. elevator and 3,000 bbl. mill. Archer-Daniels Linseed Co., Buffalo, ½ million bu. elevator and a real marine tower. Pillsbury Flour Mills Co., Atchison, Kan. ¼ million bu. elevator—Finest milling elevator in America. N. M. Paterson & Co., Ltd., Ft. William, Ont., ¼ million bu. storage.



Buenos Aires Elevator Co.'s Terminal  
Buenos Aires, Argentina

## John S. Metcalf Co.

Grain Elevator Engineers

108 South La Salle St.  
CHICAGO, ILL., U. S. A.

395 Collins Street  
MELBOURNE, AUSTRALIA

54 St. Francois Xavier Street  
MONTREAL, CANADA

Calle Maipu 639  
BUENOS AIRES

### THE RYAN CONSTRUCTION CO.

SCHUYLER, NEB.

We build Modern Fireproof Grain Elevators  
Mill Buildings and Storage Bins  
SPECIAL ATTENTION GIVEN TO REPAIR WORK  
Let Us Know Your Requirements

### JAS. H. BROWN CO.

R. J. Keehn, Supervising Engineer  
Minneapolis, Minn.

Designers and Constructors

Grain Elevators Flour Mills  
All Materials

We Also Do Repair Work

### L. A. STINSON

CONSULTING ENGINEER

H. E. Godfrey, Civil Engineer

Elevators  
Mills and Warehouses  
Complete

National Life Bldg., Chicago, Ill.

### BOGGESS CONSTRUCTION CO.

29 Gebhardt Block DECATUR, ILL.

Builders of

GRAIN ELEVATORS and COAL POCKETS  
of the BETTER CLASS

Special study given to each plant—Each  
plant fills the individual needs

Stafford, Kan.—I have nothing but the  
very best of praise for the Journal, as it  
is one of the very best grain journals pub-  
lished.—Gene Bates, mgr. Stafford Grain  
& Supply Co.

## SEND US YOUR INQUIRY

We have the most complete  
organization in the Northwest  
for the construction of

### GRAIN and COAL ELEVATORS

T. E. Ibberson Company  
MINNEAPOLIS, MINN.



### Folwell-Sinks Form Lifting

## JACKS

For Grain Elevator and Silo  
Construction

Manufactured and Sold by

NELSON MACHINE CO.

WAUKEGAN, ILL.

### John K. Thompson Company

Engineers—Builders

Grain Elevators, Feed and Flour Mills  
Industrial Plants

We have associated with this organization men with  
practical operating experience as well as men with  
technical training and construction experience.

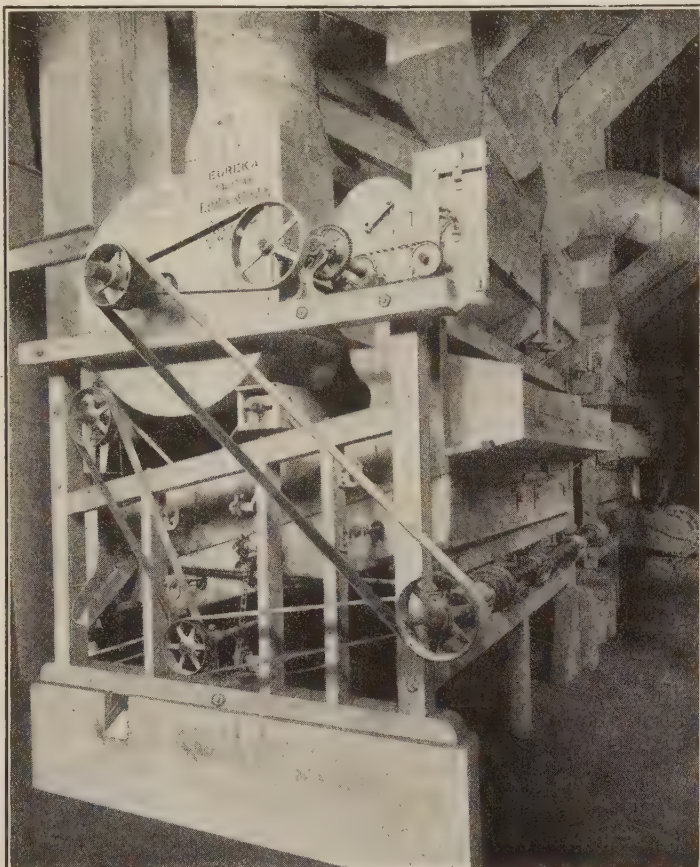
This insures economic and efficient design, resulting  
in low operating cost.

We will be pleased to furnish preliminary plans  
and estimates or to help out with operating difficulties.

2816 So. Michigan Ave.

Chicago, Ill.





## The Norfolk Municipal Elevator

Reputed to be the

**Fastest Working House  
in America**

and the last word in elevator construction is equipped with

## Eureka Compound Cleaners

Thousands have inspected these (ball-bearing eccentrics) separators. Export wheat is being raised two grades by the "Eureka's."



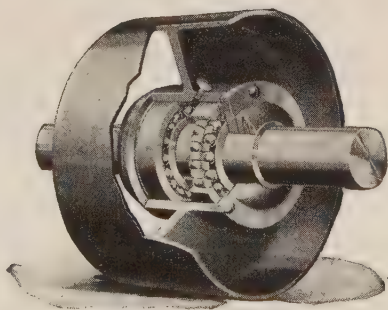
**S. HOWES CO., Inc.**  
SILVER CREEK, N. Y.



## THE CHICAGO LINE

Every Appliance Necessary To Transmit Power

USE  
DAGGETT



### BALL BEARING LOOSE PULLEYS

and ELIMINATE all Loose Pulley troubles. Will interchange with present pulleys. No trouble to apply. Tighten one setscrew.

Send for Complete Catalog on up-to-date equipment.

### CHICAGO PULLEY & SHAFTHING CO.

Main Office  
CHICAGO, ILL.

Factory  
MENOMONEE FALLS, WIS.



## Elevating Conveying



### Sheet Metal--Power Transmission

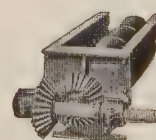
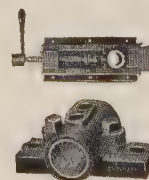
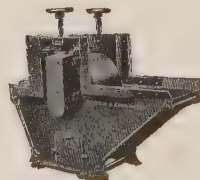
Machinery, because of the important part each plays in the operation of a grain elevator, should be the best obtainable. For many years we have specialized in the manufacture of the better class of grain elevator and flour machinery. No matter what equipment you may require, we can furnish it.

Located on three railroads, we are in position to make prompt shipment.

Send for our catalog No. 22 which describes, in detail, our very extensive line of grain elevator machinery.

## The J. B. Ehrsam & Sons Mfg. Co.

Enterprise, Kansas





# Wanted and For Sale

The rate for advertisements in this department is 25 cents per type line each insertion

## ELEVATORS FOR SALE.

**ILLINOIS**—Elevator for sale. Good farming country. Price right. Address 50G34, Grain Dealers Journal, Chicago, Ill.

**EASTERN NEBRASKA** terminal elevator in first class shape; well located. Address 50A13 Grain Dealers Journal, Chicago, Ill.

**EASTERN KANSAS**—20,000 bu. elevator and side lines; making money, good territory. \$12,000. Address 50F13, Grain Dealers Journal, Chicago, Ill.

**NEBRASKA**—The elevator and coal sheds belonging to the Farmers' Co-op. Company at Eldorado, Nebr. For further particulars address E. M. Bengtson, Eldorado, Nebr.

**INDIANA**—15,000 bu. cribbed elevator, iron clad, on private ground in southern county seat. Good grain, flour and feed business. Address 48C23, Grain Dealers Journal, Chicago.

**CENTRAL INDIANA** elevator for sale. 25,000 bus. capacity, 28 h.p. engine, on Pennsylvania lines. Must sell in order to settle estate. Address 50H21 Grain Dealers Journal, Chicago, Ill.

**INDIANA**—Elevator practically new near Indianapolis, doing good business in grain, coal, flour and feed. No competition and excellent territory. Price \$11,000. Five thousand dollars cash, balance easy terms. Address Reep & White, owners, 601 Board of Trade, Indianapolis, Ind.

## ELEVATORS FOR SALE.

**40,000 BU. GRAIN ELEVATOR** at \$13,500. H. Fricke, Jr., Madison, Nebr.

**EVERY ADVERTISER** who has once used our columns invariably finds our pages then and at a later date of service.

**ILLINOIS**—Elevator on Mo.-Pacific R. R. for sale. Cap., wheat 20,000 bus., corn 10,000 bus. A bargain. Thos. Rixleben, Jonesboro, Ill.

**WESTERN WISCONSIN**—Four grain elevators and coal sheds for sale. Worth the money. Address 50H18 Grain Dealers Journal, Chicago.

**CENTRAL IOWA**—Three good grain stations in Central Iowa for sale, or will exchange for lumber yard. Address 50J14, Grain Dealers Journal, Chicago, Ill.

**IOWA**—Country elevator for sale located at Centre Point, Iowa; on Waterloo Cedar Falls and Northern Electric Line and Chicago Rock Island & Pacific Ry.; 2,000 bu. capacity; fully equipped; electric power. Splendid opportunity. Address W. G. Langford, Receiver, 1744 Cave, Cedar Rapids, Iowa.

**S. W. OHIO**—Elevator and warehouse located in center of rich grain section in S. W. Ohio, on P. C. & St. L. R. R., handling grain, field seeds, wool and coal. Capacity, 10,000 bus. Books open to inspection, will show property a money maker. Reason for selling, owner wishes to retire from active business. Address 50H37 Grain Dealers Journal, Chicago, Ill.

## ELEVATORS FOR SALE

**ILLINOIS**—Will sell all or half interest in four Illinois elevators; in good territory. Buyers must run them. Address 50J18, Grain Dealers Journal, Chicago, Ill.

**E. NEBR.**—Elevator, electrical power, A1 shape, cap. 20,000 bu. Station handles from 4 to 700,000 bu. annually. Write for particulars. 50D16 Grain Dealers Journal, Chicago, Ill.

**COLORADO SPRINGS, COLO.**—Elevator and grain business. To settle estate will sell cheap or trade for good income property. Address 50H32 Grain Dealers Journal, Chicago, Ill.

**OKLAHOMA** elevator, cap. 17,500 bus., in best grain district in Oklahoma; on main line of Missouri Pacific R. R. Good business. Address Muskogee Nat'l Bank, Muskogee, Okla.

**INDIANA**—15,000 bu. cribbed iron clad elevator on private ground in central Indiana. Good coal, flour and feed business as side lines. Address 50E12, Grain Dealers Journal, Chicago, Ill.

**ELEVATOR FOR SALE**—If you do not find the elevator you want advertised, place your wants in the "ELEVATORS WANTED" section and you will receive full particulars regarding many desirable properties not yet advertised.

## ELEVATORS FOR SALE.

(Continued on next page)

# Elevator For Sale

Property:—15,000 Bu. Capacity Elevator, Feed-Grinding Equipment, Coal, Lumber and Building Material Business in connection. Established Twenty Years. No Immediate Competition.

## In Heart of Indiana Wheat Belt

Immediate Possession: Terms to Suit Purchaser: Reason for Sale, Owner Wants to Retire from Active Business.

Address

Henry L. Humrichouser  
Lauer Building  
Plymouth, Indiana



**ELEVATORS FOR SALE**

**OHIO** elevator for sale. In first class condition; in Paulding Co., Ohio.; best corn section; with residence, in up to date town. Selling on account of sickness. Address 50H16 Grain Dealers Journal, Chicago, Ill.

**CENTRAL KANSAS**—Elevator and small feed house. 15,000 bu. capacity, new iron covered with modern machinery. Good wheat territory. Located on the C. R. I. & P. R. R. Address 50F24, Grain Dealers Journal, Chicago, Ill.

**CENTRAL KANSAS**—6,500 bu. cap. elevator situated in good territory in Central Kansas. All local coal trade; feed, flour and field seeds. Price \$7000. Address 50E18, Grain Dealers Journal, Chicago, Ill.

**NEW UP TO DATE** transfer and cleaning elevator in Western market, will be sacrificed on account of owner's illness. A real opportunity for a grain merchant of experience and enterprise. Address 50H33 Grain Dealers Journal, Chicago, Ill.

**ILLINOIS**—28,000 bu. grain elevator located at Moon Station, four miles South and West of Streator, Illinois. On main line of A. T. and S. F. Ry. Good farming country. Two dwellings and about four acres of land. Price \$14,000.00. B. W. Cossel, Streator, Ill. R. F. D. No. 1.

**OHIO**—Elevator located at Kings Creek on Erie Railroad, 5 miles east of Urbana, Ohio, with 20 h.p. International oil engine, 3 stands of elevators, corn sheller, wheat cleaner, car loader. Elevator stands on own ground. Address 50G13 Grain Dealers Journal, Chicago, Ill.

**OHIO**—15,000-bu. ironclad elevator, located in best corn, wheat and oats section in central Ohio. Modern throughout, including Hess dryer and new attrition feed mill. Also does good sideline business. Part down and terms on balance. Address 50J21 Grain Dealers Journal, Chicago, Ill.

**OKLAHOMA**—Good grain elevator for sale, with coal, feed and flour business in connection. Has chop and meal mill, also large warehouse attached. Located Watonga, Okla., one of the best grain stations in Oklahoma. Wheat and corn prospects excellent. Address Marshall Grain Company, Oklahoma City, Okla.

**STOP! READ! THINK!** This advertiser writes—"Your service brought me 24 replies." We can do the same for you. Don't wait, write NOW.

**ELEVATOR BROKERS.**

**CLAYBAI'GH-McCOMAS**

Offices

Frankfort, Ind. Indianapolis, Ind.  
223 B. of T. Bldg. 601 Board of Trade

If you want to buy, sell or trade an elevator write us at either address.

**ALWAYS HAVE GRAIN ELEVATORS** for sale and a few for exchange for land of equal value.

If you are in the market write me fully as to amount you wish to invest and location you prefer.

JAMES M. MAGUIRE,  
432 Postal Tel. Bldg., Chicago, Ill.

**FUNNY EXPERIENCES.**

**FUNNY STORIES WANTED.**

Write the story of your funniest grain trade experience to the Journal and you will receive one dollar for each story published. Address The Smile Coaxer, Grain Dealers Journal, Chicago, Ill.

**BAGS—BAGGING—BURLAP.**

**BURLAP BAGS OF EVERY KIND FOR SALE;** new or second-hand, plain or printed with your brand; seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheeting or Paper for Car Lining, etc. Wanted: Second-hand bags, best prices paid.

**ELEVATORS WANTED.**

**TO EXCHANGE**—Small farm in Indiana for good elevator in east central Illinois or west central Indiana. Address 50H2 Grain Dealers Journal, Chicago, Ill.

**WANTED TO BUY**—One or two good elevators in the western or northwestern part of Iowa. Must show a good volume of business. Address Dolphin-Jones Grain Co., Omaha, Nebr.

**WANTED**—Elevator in North Central Iowa. Will trade my equity in well improved 80 acre farm located 2 miles from town Northern Iowa. Address 50D22 Grain Dealers Journal, Chicago.

**FOR EXCHANGE**—A 135 acre farm in Southern Michigan. Will trade for an elevator in Northern Indiana or Southern Michigan. Address 50G4 Grain Dealers Journal, Chicago, Ill.

**ELEVATOR WANTED.**

Elevator in good grain territory. Will pay cash for desirable house. Give essential facts regarding town and plant, what competition, side lines, amount grain handled annually and lowest cash price. Ed. Harris, Mt. Ayr, Ind.

**FEED MILLS FOR SALE.**

**NEW YORK**—Up to date feed and coal plant for sale equipped for grinding, mixing and elevating. Lumber and milling could be added. 175 ft. private switch. Am 71 years old and want to retire. W. P. Thompson, Goshen, N. Y.

**BUSINESS OPPORTUNITIES.**

**ONE-THIRD INTEREST** in company operating two elevators in best section of Montana, for sale to party who can assume management of one of the plants. Profitable side line, and wholesale merchandising business in connection. Desirable living conditions for family man. Address 50F26 Grain Dealers Journal, Chicago, Ill.

**ELEVATOR SITE IN KANSAS.**

Have 7 lots, private switch, coal house, all on Mo. Pacific R. R. Excellent spot for an elevator (was one there but burned). Good surrounding territory, also a feed mill on main street and 3 lots. Both go together fine. Wish to sell both. In Montgomery Co., Kansas. Inquire of W. A. Willison, Elk City, Kans.

**FOR SALE.**

Three warehouses 80 feet wide by 200 feet long with a floor space of 48,000 sq. ft. parallel with one another, about 30 feet apart, located in Erie, Pa., at the interchange of the N. Y. C., P. R. R. and P. R. R. to the Great Lakes, giving a milling and mixing in transit arrangement Lake and Rail and all Rail N. Y. C. Heating system consists of 1 125-horsepower boiler.

ERIE MILLING AND SUPPLY COMPANY  
Erie, Pa.

**THE PITTMAN & HARRISON COMPANY,** established in 1877, located at Sherman, Texas, is offered for sale. Wholesale Grain & Seed Business. A going concern with large established trade. Sales for year ending May 1st, 1923, over one and a quarter million dollars. Larger trade in the Southeastern States than any other Texas concern. Headquarters and large plants located at Sherman. Warehouses at Savoy, Texas; Durant, Calera and Kingston, Oklahoma. Complete Mixed Feed Plant. Up-to-date Grading and Cleaning Machinery. The Business, including name, trade marks, stocks of grain, seeds and bags, trucks, office fixtures, mailing lists and devices, etc., will be sold as a whole or in part. Mortgage indebtedness on physical properties may be paid in whole or in part, or may be assumed. Full description and particulars furnished on application. This is a worth-while opportunity. Address J. A. Hughes, Acting Manager, Sherman, Texas.

**OFFICE APPLIANCES.**

**SAFES**—Large stock of new and used safes on hand. Protect your valuable papers. Prices reasonable. The Howe Scale Co. of Ill., 512-514 St. Charles St., St. Louis, Mo.

**HELP WANTED.**

**MAN WANTED** to handle station where handle lumber, grain, farm machinery. Address 50J1, Grain Dealers Journal, Chicago, Ill.

**WANTED**—Elevator construction foreman and elevator carpenters. State experience and wages in first letter. Must be sober and furnish good references. Room 3, Grain Exchange, Omaha, Nebr.

**SITUATIONS WANTED.**

**WANTED,** position as manager of farmers' elevator; 12 years' experience in grain, lumber, hardware, implements and livestock. Address 50J7, Grain Dealers Journal, Chicago, Ill.

**TERMINAL ELEVATOR SUPT.,** with 20 yrs.' experience in all branches of grain trade will be open for any responsible position July 1st. Address 50J15, Grain Dealers Journal, Chicago.

**WANTED,** position by young married man in transfer elevator or terminal; 3 years' experience; job must show something for the future. Address 50J13, Grain Dealers Journal, Chicago.

**GRAIN MAN WITH 12 YEARS'** experience wants position as manager farmers' or independent elevator. Understand books and side lines. Married, references. Address Box 186, Dumont, Iowa.

**UNIVERSITY GRADUATE** desires to enter grain business. Would like position in good elevator office where there is an opportunity for advancement. Address 50H22 Grain Dealers Journal, Chicago, Ill.

**EXPERIENCED MAN** wants position with Farmers' or Independent elevator. Can handle lumber and all side lines. Have shown results. Good bookkeeper. Best of references. Address 50F6, Grain Dealers Journal, Chicago, Ill.

**MAN WITH TWENTY-TWO years'** steady employment in the grain business wants position as solicitor or manager of branch office. One year road experience. Address 50H13, Grain Dealers Journal, Chicago, Ill.

**POSITION WANTED** by experienced grain man as manager of Farmers Elevator or Line Elevator, or will take position as asst. to manager for good Farmers company. Experienced in handling side lines. Address 50F31 Grain Dealers Journal, Chicago, Ill.

**MAN WITH 12 YEARS' EXPERIENCE** as mgr. grain elevator and side lines wants position as mgr. or assistant with financially sound elevator Co. Iowa preferred. Now employed; good reason for change. First class bookkeeper; age 34; married. Best of recommendation and references. 50G5 Grain Dealers Journal, Chicago.

**MAN WITH 10 YEARS' EXPERIENCE** wants position as manager of small elevator or mixed feed plant in hustling Southern town where there is a chance to work my way into the business. Now employed as traffic manager. 31 years old. Married. Best of references. Address 50G2 Grain Dealers Journal, Chicago, Ill.

**GRAIN BUYER,** experienced; two years with Larabee Flour Mills Corp.; four years with farmers' elevators; know all channels of buying and selling. Can market grain with best results. References, Larabee Flour Mills, Wichita Board of Trade, Bradstreet or Dun.. Write E. F. Craig, 111½ West Kellogg, Wichita, Kans.

**WANTED** position as manager of grain elevator, any kind that pays good money, anywhere south or west; California preferred; any time after May 15th—possibly before. Ten years' experience handling grain and side lines. Must be town with good high school. Best of references. Five years present position. Address 50F5, Grain Dealers Journal, Chicago, Ill.

**INVESTMENT.**

**FOR SALE**—One-third interest in established grain business; located in Central Illinois. Consists of cash brokerage office and two country elevators at nearby towns, all doing large volume of business on profitable basis. Prefer partner who would be willing to assume management of one of our elevators in town of 500. Requires about \$10,000 investment. If you mean business and are looking for an exceptional opportunity address 50G18 Grain Dealers Journal Chicago, Ill.



## MACHINES FOR SALE.

**BROWN** Portable 8 ft. Standard Piling machine. \$270. Diamond Mills, Evansville, Ind.

**ELEVATOR EQUIPMENT** for sale. Grain handling machinery; good belts; 30 h.p. gas engine, etc. Farmers Co-operative Company, Royal Center, Ind.

**FOR SALE**—3 Liberty Grain Loaders, complete with 3 6-hp. gasoline engines. In first class condition; price right. Humboldt Elevator Mills, Humboldt, Kans.

**FOR SALE**—24-in. Monarch Ball Bearing Belt Attrition Mill and complete drive. As good as new, only used about one year. Very reasonable price for quick sale. Address 50J10, Grain Dealers Journal, Chicago, Ill.

**DO YOU WANT A MACHINE** that is not advertised here? Make your wants known in the "Wanted" columns. Someone has the machine you want, but has not started advertising it for sale in the Grain Dealers Journal.

**FOR SALE**—One 26" belt driven, ball bearing, Monarch Attrition Mill. In A1 condition. One extra set of new plates goes with the mill. Price very attractive if sold at once. Address 50H15 Grain Dealers Journal, Chicago, Ill.

### ELEVATOR MEN NOTICE

18-in. Unique Ball Bearing Attrition Mill, reversible drive; also 25-hp. Waterloo kerosene engine, run less than 10 days; brand new. Cost \$1,100, will sell for \$900 or will sell separately. Manufacturer's guarantee covers above equipment for one year. Here is your chance. Write M. J. Rother, Hastings, Minn.

**FIBER CLAD WIRE ROPE** for sale, for car shovels; cast or plow steel. Manila rope, buckets and everything in elevator supplies.

**PULLEYS**—1,000—for sale. ALL sizes, solid cast iron, wood and steel split. We have at all times a large list of used mchy. Write or wire us for description and prices. Standard Mill Supply Co., Kansas City, Mo.

### REAL BARGAINS.

**Prompt Attention.** Quick Shipments. When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipments for modern mills of all kinds, molasses, stock and poultry feed plants, plans, specifications, flow sheets, etc., our specialty.

Write us without delay.

Geo. J. Noth, Mgr.,

9 S. Clinton St.

Chicago, Ill.

## PARTNER WANTED.

**ACTIVE PARTNER OR PROMOTER** wanted to take interest in a \$25,000 mill and grain business in Neosho Falls, Kans. Fine grain district; new flour and feed mill costing \$10,000.00. Free electric power. Need money to operate. No crooks or fakers need apply. Address 50H12 Grain Dealers Journal, Chicago, Ill.

## BELTING FOR SALE.

**FOR SALE**—90 ft. of 8" 6 ply solid woven white cotton belting. This belting is new and still in the original shipping package. Will guarantee it to be satisfactory. Make us an offer. The Morral Lbr. & Elvtr. Co., Morral, O.

## STEAM ENGINES, BOILERS.

**FOR SALE**—BARGAIN.

Two steam engines and two boilers in good condition. Installing electric power, reason for selling. Jones Bros., West Lebanon, Ind.

## MISCELLANEOUS.

**FOR SALE**—20-50 pound Howe Scale weights. In good condition. Chas. Love, Macon, Ill.

**FOR SALE**—MISPRINT ENVELOPES.

1 lot 4 oz. heavy rope paper \$1.60 per M.  
1 lot 2 oz. heavy rope paper \$1.20 per M.  
1 lot 1 oz. heavy rope paper \$1.00 per M.  
1 lot 1 oz. white paper \$2.00 package of 4,000.  
1 lot ½ oz. white paper \$1.50 package of 4,000.  
DIAMOND MILLS,  
Evansville, Indiana.

## MACHINES WANTED.

**WANTED**—Second hand attrition mill. Belt driven 30 or 32-inch. Quote best cash price. Duvall Grain Company, Bennett, Iowa.

## SCALES FOR SALE.

**6 BU. RICHARDSON** automatic scale for sale; in good condition. Installing one of larger capacity. Address The Farmers Elevator Co., Lacrosse, Ind.

**SECOND HAND SCALES** for sale of any make, size, or price, always find ready buyers when represented in the "Scales For Sale" columns of the Grain Dealers Journal.

## DYNAMOS—MOTORS.

**WE HAVE** a 10-hp. D. C. Westinghouse motor; starting block. \$125. Guaranteed good as new. Putting in alternating current. William Grettenberg Grain Co., Coon Rapids, Iowa.

## MILL FOR SALE.

**FLOUR MILL**—250 bbl. capacity roller mill. A-1 condition. Good live farming community and town. Write the First National Bank, Lidgerwood, N. Dak.

**FOR SALE OR LEASE**—Nurdyke System Mill, 150 bbl. cap. Electric power. Feed grinding department with direct motor driven attrition mill. Located in fine industrial section of Ohio. Splendid chance for an aggressive miller. Owner's time all taken up with other business. Address C. M. Walsh, Cuyahoga Falls, Ohio.

**OATMEAL AND FEED MIXING PLANT AT A BARGAIN.**—This mill was originally built for a 500 barrel oatmeal mill; part of the oatmeal machinery has been removed to make room for feed mixing machinery; most of the essential parts are still intact, namely, hulling stones, elevators, dry kiln oat graders, rolls for flaking grotes and other machinery. A portion of the machinery that was removed can again be replaced; there is ample room for both oatmeal and feed mixing machinery. The feed mixing part consists of modern machinery for this purpose, with capacity of 40 tons per hour, built in two units of 20 tons each, of either molasses or dry mixture. Its feeds have given satisfaction wherever used. It has storage capacity for 80,000 bus. of grain and 4,000 tons of sacked feed; two steel tanks capacity for 500 tons of molasses, power shovels for unloading grain; in fact, facilities for handling to best advantage to and from cars. Feed is elevated from packers into cars. A double track runs between buildings connecting with main R. R. line. Fourteen cars can be spotted at once and removed with car puller. The elevator is equipped with truck dumps for receiving grain from farmers' wagons. This plant is located in Illinois on the main line of railroad which has branches running north, northwest, west and southwest. All the different ingredients used in a first class feed originate on these lines and with milling in transit privileges makes this an ideal location. Price very reasonable, with reasonable terms. Address 50G23, Grain Dealers Journal, Chicago, Ill.

## ENGINES FOR SALE.

**FOR SALE**—Two new 16 h.p. Stover Kerosene engines. Less than wholesale price. Lock Box 748, Eldorado, Kans.

**FOR SALE**—35 h.p. International Oil Engine, air starter. Good condition. Farmers Grain & Feed Company, St. Paris, Ohio.

**FOR SALE OR EXCHANGE**—If you have something to sell or exchange, insert a small advertisement in the "Wanted and For Sale" section.

**15 H.P. BESSEMER OIL ENGINE** for sale. Used about 6 months, good as new. Bought for private light plant but was supplanted by public current. W. C. Calhoun, Franklin, Ill.

**FOR SALE**—50 h.p. Bessemer Crude Oil engine, complete with water pump, air compressor and starting equipment, friction clutch pulley and extra cylinder and piston in first class condition. Low price for quick sale. Must move. 50G17 Grain Dealers Journal, Chicago.

## ENGINES WANTED.

**WANTED**—25 to 30 hp. kerosene or crude oil engine, standard type of make; must be in first class condition and priced right. Windfall Grain Co., Elwood, Ind.

## FLOUR FOR SALE.

**MIXED CARS** of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

## Helpful Books

FOR

## Carlot Grain Handlers

**Davis Interest Tables:** Show interest on any amount of money, at any rate of interest for any number of days, without any figuring. The most complete set of tables published for figuring interest. Price \$1.50.

**Clark's Decimal Grain Values:** Saves time and money and prevents errors. It shows at a glance, or with simple addition, the cost of any quantity of grain from 10 to 100,000 pounds at any given market price and reduces pounds to bushels on the same page. Values are shown directly from pounds without reducing to bushels. Pounds shown in red figures and values in black; price being given at top and bottom of each page. Prices for oats range from 10 cents to 79 cents a bushel; for corn, rye and flaxseed, 10 cents to \$1.09 per bushel; for wheat, clover, peas and potatoes, 30 cents to \$1.59 per bushel; for barley and buckwheat, 20 cents to \$1.49 per bushel. Order Form No. 36. Price \$5.00.

All prices are f. o. b. Chicago.

GRAIN DEALERS JOURNAL,  
309 So LaSalle St., Chicago, Ill.

## KEEP POSTED

**GRAIN DEALERS JOURNAL**

309 So. La Salle St., Chicago, Ill.

**Gentlemen:**—In order to keep us posted regarding what is going on in the grain trade outside our office, please send us the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find Two Dollars for one year.

Name of Firm.....

Capacity of Elevator.....

Post Office.....

State.....



## SEEDS FOR SALE—WANTED

## SEEDS FOR SALE—WANTED

WANTED car No. 1 clover, car No. 1 fine leafy pea green alfalfa hay. Enterprize Mfg. Co., Chagrin Falls, Ohio.

## VELVET BEANS

All varieties Cane Seed, Millet.  
Car lots or less; wholesale.

## BURR CLOVER FARMS

Originators of Early Southern Burr Clover  
Rock Hill, S. C.

## SEEDS FOR SALE—WANTED

## ORANGE AND AMBER CANESEED.

Nice plump, bright, new crop stock, home grown. Ask for samples and prices. M. YOUNG & COMPANY, Winterset, Ia.

WE HAVE Nebraska grown alfalfa and sweet clover seed, also timothy, alsike, red clover, brome grass, blue grass, rape seed, etc., etc.

CAMPBELL SEED HOUSE, Seward, Nebr.

## The S.W. Flower Co.

Wholesale

## FIELD SEED

Merchants

Specialties

Red Clover, Timothy

Alsike

TOLEDO  
OHIO

## OUREN SEED CO.

Council Bluffs, Iowa

Buy and Sell Red, White and Alsike  
Clovers, White and Yellow Blossom  
Sweet Clover, Alfalfa, Red Top, Blue  
Grass and all Seed Grains

## The Mangelsdorf Seed Co.

Sweet Clover, Alfalfa,  
Soudan Grass, Millet, Rape.

ATCHISON

KANSAS

## J. OLIVER JOHNSON, Inc.

TURF SPECIALIST

SEEDS—HUMUS—EQUIPMENT

1805-17 MILWAUKEE AVE.  
CHICAGO

## SEED CORN—NOTHING ELSE

Hand Picked in the Ear

ENSILAGE—BUTTED and TIPPED

COUNCIL BLUFFS SEED COMPANY

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## WHITNEY-ECKSTEIN SEED CO.

Wholesale Seed Merchants

BUFFALO, N. Y.

CORRESPONDENCE INVITED

## The J. M. McCullough's Sons Co.

BUYERS—SELLERS

Field and Garden Seeds

Cincinnati - - - Ohio

## HENRY HIRSCH

Wholesale Field Seeds

Clover—Alsike—Timothy—Alfalfa

Our Specialty

All Other Field Seeds

Toledo - - - Ohio

Field and Grass  
Seed Trade Directory

## ATCHISON, KANS.

Mangelsdorf Seed Co., The, wholesale seeds

## BALTIMORE, MD.

Buffington & Co., John J., field seeds.

Wm. G. Scarlett & Co., wholesale seed merchants.

## BUFFALO, N. Y.

Whitney-Eckstein Seed Co., wholesale seeds.

## CHICAGO, ILL.

Dickinson Co., The Albert, seeds.

Illinois Seed Co., The, grass and field seeds.

Johnson, Inc., J. Oliver, seeds, humus, etc.

## CINCINNATI, OHIO.

McCullough's Sons, The J. M., field and garden seeds.

## CONCORDIA, KANS.

Bowman Bros. Seed Co., field seeds.

## COUNCIL BLUFFS, IOWA.

Ouren Seed Co., wholesale seeds and grain.

## CRAWFORDSVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds.

Crawfordsville Seed Co., seed merchants.

## INDIANAPOLIS, IND.

Indiana Seed Co., field seeds.

## LOUISVILLE, KY.

Hardin, Hamilton & Lewman, grain and field seeds.

Louisville Seed Co., clover and grasses.

## MILWAUKEE, WIS.

Courteen Seed Co., field seeds.

Kellogg Seed Co., field and grass seeds.

North American Seed Co., wholesale grass & field seeds.

Teweles Seed Co., L., seed merchant.

## MINNEAPOLIS, MINN.

Dickinson Co., The Albert, seeds.

Minneapolis Seed Co., field seeds.

## NEW YORK, N. Y.

Nungesser-Dickinson Seed Co., wholesale seed merchants.

## ST. LOUIS, MO.

Agricultural Seed Co., cow peas.

Mangelsdorf & Bro., Ed. F., wholesale field seeds.

## ST. PAUL, MINN.

Jameson Hevener Co., shippers of field seeds.

## TOLEDO, OHIO.

Churchill Grain & Seed Co., field seed, popcorn.

Flower Co., The S. W., seed merchants.

Hirsch, Henry, wholesale field seed.

Toledo Field Seed Co., The, clover, timothy.

The Baltimore and Ohio Railroad Co.'s New Elevator  
in Baltimore will be Equipped with

8—No. 12 Invincible Receiving Separators

and

2—No. 10 Invincible Oat Clippers

The two other Railroad Export Elevators in Baltimore that are equipped with  
Invincible Cleaners are the Western Maryland and the Pennsylvania

*Abundant Testimony of the Service and Satisfac-  
tion Rendered by Invincible Machinery*

Invincible Grain Cleaner Company

Silver Creek

New York



# SEEDS FOR SALE—WANTED

**THE  
ILLINOIS SEED CO.**  
CHICAGO, ILL.  
WE BUY AND SELL  
**Field Seeds**

Ask for Prices  
Mail Samples for Bids

**The Toledo Field Seed Co.**  
Clover and Timothy Seed  
Consignments solicited Send us your samples  
TOLEDO, OHIO

**MINNEAPOLIS SEED CO.**  
MINNEAPOLIS MINN.  
We are Buyers and Sellers,--TIMOTHY-CLOVERS-MILLETS  
Grass Seeds and Seed Grains  
Send samples for bids Ask for samples and prices

Buyers and Sellers  
Car Lots and Less  
Grass and Field Seeds  
**John J. Buffington & Co.**  
BALTIMORE, MD.

**ALFALFA  
TIMOTHY RED TOP**  
Agricultural Seed Company  
Main & O'Fallon Sts. St. Louis, Mo

**LOUISVILLE SEED COMPANY**  
Incorporated  
Louisville, Ky.  
Headquarters for  
**RED TOP AND ORCHARD GRASS**  
BUYERS AND SELLERS  
OF ALL VARIETIES

**SEEDS**  
for Late Planting  
Flax Field and  
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Buckwheat Sudan  
**NORTHRUP, KING & CO.**  
Seedsmen  
MINNEAPOLIS, MINN.

**KELLOGG**  
SEED COMPANY  
MILWAUKEE, WISCONSIN  
FIELD AND GRASS SEEDS

**ED. F. MANGELSDORF & BRO.**  
Buyers and Sellers of Sweet Clover, Alfalfa, Clovers, Timothy, Grasses, Fodder  
Seeds, Sudan Grass, Soy Beans, Cow Peas  
First and Victor Streets St. Louis, Missouri

**Crabbs Reynolds Taylor Company**  
CRAWFORDSVILLE, INDIANA  
Buyers and Sellers  
CLOVER AND TIMOTHY SEED—GRAIN

**North American Seed Co.**  
WHOLESALE GRASS & FIELD SEEDS  
Milwaukee, Wisc.  
"THE HOUSE OF QUALITY"

IMPORTERS EXPORTERS  
**GRASS and  
CLOVER SEE D**  
Buyers and Sellers of Timothy, Red Clover,  
Alsyke, Alfalfa, White Clover, etc.  
**NUNGESSER-DICKINSON SEED CO.**  
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**FIELD SEEDS**  
CRAWFORDSVILLE, INDIANA

**GRASS AND CLOVER SEEDS**

RECLEANED & REFINED

For Field, Lawn or Golf

**THE ALBERT DICKINSON CO.**

Headquarters to the Trade

PROPRIETORS AND DISTRIBUTORS OF THE PINE TREE BRAND

CHICAGO

"THE MARKET PLACE"

**Universal  
Grain Code**

Designed especially to reduce the telegraph tolls, to prevent expensive errors and to protect the business of grain dealers and millers. Its 150 pages contain 14,910 code words and no two spelled near enough alike to cause an error. Includes Supplement of code words for the new Federal wheat, corn and oats grades.

Code is 4 3/4 x 7 inches, printed on policy bond, bound in black flexible leather. Price \$3.00.

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**Grain Dealers Journal**  
309 So. La Salle St. Chicago, Ill.

**L. Teweles Seed Co.**  
MILWAUKEE, WIS.  
**Grass and Field Seeds**

**COURTEEN  
SEED CO.** Milwaukee,  
Wisconsin  
Clover, Timothy, Grass Seed  
Grain Bags

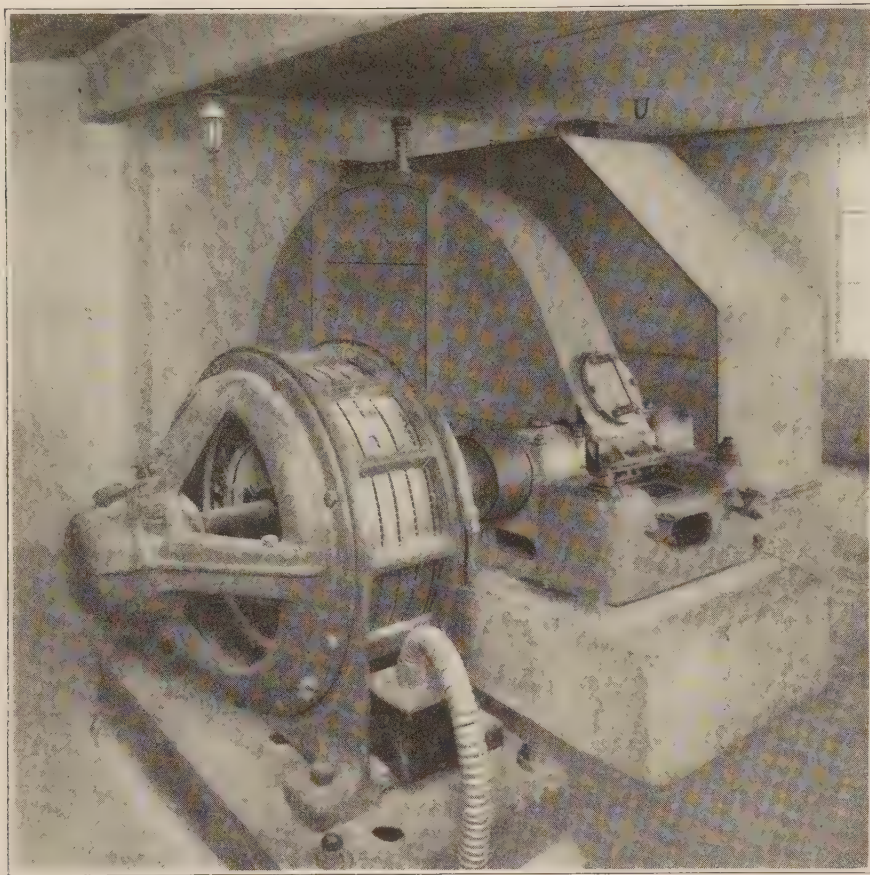


Marion, Kan.—I am a new manager here. It is hard to get along without the Journal so send it along.—M. E. Pierce, mgr. Marion Co-op. Equity Exchange.

WHEN YOU BUY—BUY RIGHT.

OUR ADVERTISERS OFFER THE BEST.





One of the two Falk Single Reduction Herringbone Gear Head Drives in the M. K. & T. grain elevator, Kansas City, which was designed and constructed by James Stewart & Co. These drives effect a speed reduction of 575 to 45.

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## HERRINGBONE GEARS

Leading elevator builders, whose reputation depends on the economical operation of the elevators they design, are specifying Falk Herringbone Gears for elevator head drives.

They know that Falk Gears effect substantial savings in the operation of grain elevators because they deliver power in a smooth, continuous impulse, entirely free from backlash, cutting power losses to a minimum. Years after they are installed, Falk Gears continue to operate in a way that means greater profits to the elevator owner.

Let our engineering department assist you in solving your power transmission problems.

**The Falk Corporation**  
Milwaukee Wisconsin

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## GRAIN DEALERS JOURNAL

309 South LaSalle Street, Chicago, Ill., U. S. A.  
Charles S. Clark, Manager

Published on the 10th and 25th of each month in the interests of better business methods and improved handling facilities for progressive wholesale dealers in grain and field seeds.

**SUBSCRIPTION RATES** to United States, semi-monthly, one year, cash with order, \$2.00; single copy, 15c.

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**THE ADVERTISING value** of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in each number tell of its worth. If you would be classed with the leading firms catering to the wholesale grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

**LETTERS** on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

**QUERIES** for grain trade information not found in the Journal are invited. Address "Asked-Answered" department. The service is free.

CHICAGO, MAY 10, 1923

NOW IS the accepted time to repair all loose or broken siding so as to make the plant secure against rain, snow and locomotive sparks. To ignore these needed repairs is to unnecessarily trifle with disaster.

INTENDING BUILDERS of elevators will do well to consult the companies insuring grain elevators for valuable suggestions on how the fire hazard and the insurance rate can be cut down by changes in the plans.

OLD STYLE gasoline engines are too dangerous to be tolerated around a grain storehouse. The improved up-to-date engines will not backfire and all of the old-time fire hazards have been corrected. No insurance company is willing to carry a policy on a plant equipped with a gravity fed engine, yet some are still being used in grain elevators. No grain merchant can afford to endanger his property with the toleration of such known hazards.

THE BRIGHT, clean, orderly elevator is far more attractive to the average farmer than the dirty, sloppy, run-down plant that is out of commission much of the time. If you are anxious to attract new business, make your plant look as though you were prepared to take care of it. The elevator operator who spends much of his time pitching horse-shoes or playing checkers with the town loafers, can not hope to impress the average farmer with his ability to market grain advantageously. If you want farmers to come to your elevator, make every effort to impress them with your ability to serve their needs expeditiously and efficiently.

AN EXPLOSION of grain dust in the drier room of the H. O. Co. at Buffalo this week, helps to emphasize the need of collecting and getting the dust out of the elevator as soon as possible.

DO ALL the legs of your elevator carry up a full load of grain in each cup? Run your legs slower and see if it effects any change in the amount of grain picked up by the cup. What is wrong with the boot?

WHILE YOU ARE overhauling your elevator for the new crop, inspect your bearings carefully and re-babbit where badly worn, thereby reducing the friction and prolonging the life of your machinery, as well as reducing the fire hazard.

THE WASTE effort around the average country elevator is most discouraging. Yet the average operator seems to have become hardened to the defects of his equipment, or else he is blind. So many legs make a poor delivery of grain that much of it rattles down the back leg casing with the result that much time and power is lost, and some of the grain is worn out through its faulty effort to reach the throat of a down spout. Every elevator operator will quickly recognize the perfect delivery of elevated grain.

CHOKES, SPILLS and leaks all contribute actively to a waste of time, labor and grain. Now is the accepted time for the elevator operator with foresight to overhaul his plant and make it proof against such losses. Troubles of this character are doubly expensive when discovered on a busy day at the height of the marketing period. It would cost much less to put your elevator in prime working condition now than it will next fall when your house is put out of commission by defects that should have been remedied between seasons.

SENATOR CUMMINS, who has attained much popularity by his radical railroad legislation proposed and obtained, is now attempting to justify his proposed consolidation of railway systems on the ground that it is the only method of attaining efficient operation of the railroads and the bringing down of freight rates. Evidently this political business baiter has forgotten that Federal laws deprive the railroad of the right of fixing rates for transportation and wages for employees. When the politicians turn the railroads back to their owners without any guarantee as to returns obtained, a practical efficiency would be made certain that is now impossible under the persistent political interference.

ONE REASON why so many fires start is that not sufficient attention is given to the machinery in that story to keep it in safe working condition. The settling of the bins oftentimes throws the shaft out of alignment. This produces friction that leads to fire. If you find the ladder or stairs leading to the cupola an irksome treadmill, get an up-to-date manlift and inspect and oil machinery on the top floor at frequent intervals. A manlift will not cost any elevator man a cent because the fire insurance companies are so anxious to have him make frequent trips to his cupola that they give him sufficient credit on his rate to pay for the best manlift made. Get a manlift and save your legs from weariness and your elevator from fire.

DO NOT ATTEMPT to weigh a new crop into your elevator without having your scales thoroughly overhauled and inspected, so that you will know you are getting every ounce of grain for which you pay.

DEFECTIVE FLUES have caused so many fires in grain elevator offices during the past winter, it is incumbent on every owner of a chimney to overhaul it and make it safe for use without danger in severest weather.

DELIVERIES on May contracts at Winnipeg amounting to 12,670,000 bus. of wheat, establish a record and puts the Winnipeg Grain Exchange in the front rank of "contract" markets, altho it does not "enjoy" the "benefits" of a license from the Sec'y of the U. S. Dept. of Agriculture.

OUTSIDE SPECULATORS trading thru members of the future contract exchanges will be pleased to learn that the proposed regulations as published elsewhere in this number of the Journal do not require the member in his regular daily report of sales to specify the trades made for individual customers. So long as this statement is not required and in the absence of any limit placed upon the number of bushels sold by any one individual each speculator is at liberty to continue trading as before.

FEED GRINDING has become one of the most popular side-lines of elevators in nearly every section of the Mississippi Valley. One Illinois grain dealer who has built up a business of grinding over one hundred tons of feed a month in about a year, on some dull days grinds over ten tons at an expense of about 75c for electric power. One good feed grinding equipment at every country station should prove a profitable investment. But if every elevator adopts the same side-line, competition will soon take all the profit out of the business.

OPPONENTS of Federal intrusion into industry will observe with interest the outcome of the present movement to have the Director of the Census publish monthly statistics on flour and feed manufactured from reports supplied voluntarily by the millers. The Director is waiting for enough millers to pledge themselves to send monthly reports to warrant his inauguration of the service. Do the millers want it? The steel mills and the coal trade did not and successfully fought the Federal statisticians in the courts as more recently did the Baltimore grain exporters. Get the government out of business.

IN THREE CASES in Illinois recently the courts have ruled in favor of farmers' elevator companies bringing suit to recover money lost by their managers in Board of Trade transactions, transactions that were perfectly legitimate as far as the Chicago brokers were able to ascertain. If these decisions are not reversed on appeal the farmers' elevator companies will find it difficult to get their legitimate hedging orders executed without having each separate order signed, sealed and approved by all the officers and each director of the company. The Board of Trade brokers get nothing out of this business but their commission, and can not afford to make good the losses of these welshers.



METAL covers on the rod girts of studded houses on the railroad side may prevent fires from starting.

THE RUMOR that every grain receiver and broker would be required to report to Senator Capper every morning before going to work and every evening before starting home is in error. All the shrewd senator wants is to have the farmers vote his way on election day. He hopes by joining the agitators in their selfish clamor against the grain dealers also to win the support of the demagogues.

THE FEDERAL government through its interference with the marketing of sugar, has scared all the speculators out of the sugar and coffee exchange. In fact, it has put a discouraging dampener on all exchange trades, and is depressing all markets by its meddling tactics. The theory of the politicians is that speculation in sugar boosts the price, while speculation in grain depresses the price. The loud-mouthed agitators and the peanut politicians seem unable to appreciate that the more men active in dealing in any commodity, the more likely is the market to reflect the actual supply and demand than any regulated or enjoined market. If the government is anxious to safeguard both producer and consumer, then it must permit the freest and fairest trading possible. Any interference with trading will quickly be reflected in the price.

A BELT whose edge is worn and frayed by coming into contact with part of the building is a sad reflection on the care and caution of the elevator operator. Recently we stepped into the drive-way of a dirty elevator where a feed mill was run by an eight-inch belt that came up from the basement. Some wood-butcher with a dull axe had attempted to make a hole in the heavy floor for the belt but did not hesitate to start the mill running even though the belt did come in contact with the floor. The saving effected by letting any old hole answer the purpose, was offset manyfold by the quick destruction of the belt and the extra power needed to wear away the wood. Belt, ropes or chains which bind or rub waste too much power to be tolerated around the plant of any self-respecting operator. Place them in prime working condition before the new crop starts to move.

COTTON PRICES have had a drop of 7 cents per pound and the Southern cotton growers believe the fall in the market value of their principal crop has been accentuated by the Federal Government's forecast of increased acreage, leading cotton mill operators in the United States and England to postpone buying, as they are now assured there will be plenty of cotton to go round. To the recently voiced objection by the Southern Cotton Growers Ass'n to acreage forecasting, there is now added a vigorous protest, May 9, by the vice pres. of the New Orleans Cotton Exchange against the Federal cotton standards, which are declared by him to be an unnatural obstruction to the marketing of the crop. His complaint is that "Classifications are to be controlled from Washington and the buyer who dares to call cotton by any other name or grade than that prescribed from Washington is to be fined or imprisoned or both, be he farmer, buyer, exporter or mill man."

IF OUR law makers do not soon stop enacting laws providing for the regulation of business one-half our population will be employed in the wasteful occupation of watching the other half. The latest band of Federal detectives inspecting the activities of the grain trade flies the ominous banner, "Grain Futures Administration." The taxpayers pay for its maintenance, but the extra expense incurred by law abiding citizens in complying with the regulations must be added to the cost of marketing grain.

### The Delight of the Modern Elevator.

The grain elevator of the future must of necessity be equipped with every labor-saving, grain-improving device known to man. Otherwise the operator will experience an ever increasing difficulty in competing with new and more modern elevators. The day when any old thing that looked like an elevator would do, is past. The grain trade at large and the owners in particular, of the old out-of-date houses are suffering many unnecessary expenses for operation and upkeep, merely because of the continued existence of these old wornout plants.

Not only is the new up-to-the-minute elevator equipped with many pleasing devices for expediting the handling and improving of grain, but also with equipment for reducing the amount of labor and the cost of handling. No enterprising grain dealer who is cognizant of the great advantages of the improved elevator over the obsolete type could be induced to struggle along with out-of-date equipment.

The modern truck scale and large wagon pits and large capacity legs with their non-chokable boots and non-spilling heads when combined with ample power to operate at maximum capacity without breaking down, are a real delight. Sad to relate, there are still some dealers operating so-called elevators who move much of their grain with a scoop-shovel. The well-planned, properly equipped elevator leaves nothing for the scoop-shovel to do except on rare occasions when a spill occurs.

The modern elevator not only is designed and equipped to handle all grains expeditiously and economically, but it can be depended upon to take care of any unusual rush of business easily and without calling for any extra manual toil or worry on the part of the man at the scale beam.

The grain dealer who starts out to get a cheap house generally goes to some cross-roads barn builder and gets just what he started out to get, but a long way from what he really wants and needs. The trouble with Mr. Parsimony is he overlooks the fact that the first cost of any grain elevator is the least, because it is paid only once, while the operating cost and the loss of business due to poor equipment works every business day of the year. If you want to get joy out of your business, put in a mechanical handling plant that you can depend upon every busy day and one which, when you check up the total amount of your year's business, will delight you by its low operating expense.

If your station does not market enough grain to justify the installation of a first-class modern elevator, then put in the best plant obtain-

able and use the valuable time which you have been spending in shoveling grain back in the car, or waiting for the leg to empty the receiving pit, in handling some profitable sideline. Use your head more and your back less. It will pay better.

### Farm Buro Contracts Not Enforceable.

Many grain growers who made fools of themselves by signing long time contracts with pooling and marketing ass'ns for the sale of their crops will be glad to learn that they are protected by the law from being forced to go on with the marketing pool.

The Court of Civil Appeals of Texas in a clear cut decision published elsewhere in this number of the Journal completely knocks out all such marketing contracts, not on a technicality that can be easily remedied in new contracts but upon the broad and all-embracing ground that the contracts are void for lack of mutuality; that is, the marketing ass'ns do not promise anything substantial in exchange for the farmer's signature on the dotted line.

The Court of Appeals, in its endeavor to sustain the contract, searched in vain to discover where the Farm Buro. gave the grower anything tangible; but, as stated in the report elsewhere, found that all the burdens and responsibilities were saddled on the poor grower.

It seems that the legal talent employed to draw up these agreements have overreached themselves. This was true in the original U. S. Grain Growers, Inc., which was unlawful under the "blue sky" law of Indiana, as it sought to limit the control of the organization to a small body of men over whom the subscribers would have no control.

The promoters of these marketing pools have one thing in common with the "get-rich-quick" Wallingfords, the Ponzi's and the "House of David" cults, which is to get hold of the other fellow's crops, money or lands without assuming any liability to the "sucker."

This decision is a body blow to the American Farm Buro's marketing activities. All its energies the past year have been directed toward having the legislatures of the several states enact co-operative marketing statutes legalizing the 5-year contract idea. It is a curious fact that the language of Governor Warren T. McCray of Indiana in vetoing the Indiana co-operative pooling law was almost the same as part of the Texas court's decision against the law. Governor McCray's objection was that the pooling law tied up the farmer without doing anything for him.

Governors of many other states who signed the pooling laws the past several months either were deficient in legal acumen or were too subservient to the farm bloc agitators to think or act for themselves.

All these state marketing laws procured by the lobbyists of the Farm Buro with great effort now go for naught, in view of the declaration by the Texas court that "It does not authorize and make valid an agreement which is devoid of real mutuality of obligation as well as of remedy; but, if the statute did attempt to give validity to such a transaction, it would be void and in conflict with both State and Federal Constitutions, as impairing the obligations of contracts."



# Pooling Contract Declared Void

The Court of Civil Appeals of Texas on Mar. 17, 1923, denied the Texas Farm Buro Cotton Ass'n a rehearing of the suit brot to enforce a marketing contract against J. C. Stovall, a member of the Ass'n and a cotton grower.

The Farm Buro alleged and proved that on June 24, 1921, Stovall contracted to sell all his cotton for a period of five years to the Ass'n, and the Ass'n agreed to buy it, from 1921 to 1925.

The agreement was one of a series identical in terms, all signed by individual growers who were members of the organization, and that the agreements collectively comprised a single contract between the corporation and all of the signatory growers of cotton. It was alleged that the operations of the corporation and the collective marketing were dependent upon the faithful performance of all the agreements made by the different growers of cotton in Texas, and that failure to perform such agreement by the growers, and their failure to sell and deliver cotton covered by it to the corporation, would defeat and destroy the purpose for which the corporation was formed.

Appellant alleged that since it is a co-operative marketing ass'n, handling only the cotton produced by its members, it cannot go into the open market and buy cotton for the purpose of fulfilling its contract of sale which it makes relying upon the performance of marketing agreements. It was alleged that appellee had violated the terms of the contract, had refused to deliver cotton raised by him and for him, and that it was entitled to specific performance as well as to an injunction to restrain appellee from making sale of his cotton or other disposition of it otherwise than to appellant under the provisions of the contract.

Defendant Stovall alleged fraud, deceit, misrepresentation, incompetence and failure of performance on the part of the appellant; but the court disregarded his allegations and found in his favor for the sole reason that the contract or agreement was one-sided. In deciding against the Farm Buro the Court said:

**The contract is voluminous.** Its provisions are designed with detailed precision to bind appellee. It is a printed instrument, prepared on behalf of appellant, to be issued in large numbers for the purpose of obtaining the signatures of numerous cotton growers and thus effecting the object sought. A more or less comprehensive statement of its various terms is considered essential in connection with an expression of the view of this case which we entertain.

It is introduced with an outline of the purposes to be achieved by and through it. They are recited to be these: The promoting, fostering and encouraging of the business of co-operatively producing and marketing cotton, reducing speculation, stabilizing cotton markets, co-operatively and collectively handling the problems of cotton growers, "and other pertinent purposes."

**The grower becomes a member of the ass'n** for the purpose of carrying out its express aims: The ass'n agrees to buy, and the grower agrees to sell and deliver to it, all of the cotton he produces or acquires during the five years from 1921 to 1925, inclusive; he warrants that he has not contracted to sell or deliver any of his cotton to any person except as he may note on a blank line following his signature, such mortgage or lien as he may have placed on his 1921 crop. He binds himself to deliver all his cotton to appellant at the earliest reasonable time after it is ginned, either at a warehouse controlled by appellant or at the nearest public warehouse, or by shipment to appellant as directed by it. It is provided that any deduction or loss that the ass'n may suffer on account of inferior grade or condition, etc., at delivery, shall be charged against the grower, appellee. Appellant is given carte blanche to provide inspectors, graders and classifiers to standardize, grade and classify the quality and method and manner of handling, pressing and shipping the cotton. Provision is made for appellant to pool appellee's cotton with other like grade of cotton, each pool to be for a full season. The ass'n agrees to endeavor to sell the cotton to the spinning industry at the best possible price before another crop is produced, but it is stipulated that should it deem prices unsatisfactory or production greater than consumption, or in case of what is termed abnormal trade or financial conditions, then, in its dis-

cretion, it may hold such cotton "as may not be sold at a satisfactory price until there is a fair demand for it."

Appellant agrees to resell the cotton with other cotton of the same kind and grade delivered to it by other growers under similar contracts, at the best price obtainable by it under market conditions, and to pay to appellee the net amount received from the sale, less freight, insurance and interest, after deducting, within appellant's discretion, the cost of maintaining itself, and also after deducting organization fees and annual membership fees to the Texas Farm Buro Federation, as well as all costs of handling, grading and marketing, and also deducting reserves for credits and other general provisions; the reserves to be deducted not to exceed 1 per cent of the resale price. It is provided that the surplus, after all such deductions from sales of cotton are made, shall be prorated to the growers delivering cotton on the basis of deliveries.

**Appellant is given authority to sell the cotton** at any place, at any time, to anybody, and in any manner which it may deem profitable, fair and advantageous to growers. It does not bind itself to sell the cotton at any time which is definite or which can be made definite, nor to any particular person or corporation, nor in any definite manner, nor upon any terms nor for any price which can be fixed or calculated on the basis of anything of a definite character contained in the contract. The appellee agrees that appellant may borrow money on the cotton in various ways. Appellant agrees to prorate the money it may borrow among the growers in whatever way it may determine to be equitable.

**The contract binds the grower to comply with** all of its provisions so long as he produces cotton, directly or indirectly, or has any right to exercise control of any commercial cotton or any interest in cotton during the term of the contract. It is provided that if appellee mortgages any of his crops during the term of the contract, then appellant shall have the right to pay off such mortgage and take delivery of the cotton for his account and charge such payment against him individually.

**Penalty Clause.**—It is expressly provided that should appellee fail to sell and deliver all of his cotton under the terms of the contract to appellant, then he shall pay to appellant for all cotton sold, delivered, consigned, withheld or marketed by or for him otherwise than in accordance with the terms of the agreement, the sum of five cents per pound, middling basis, as liquidated damages for the breach thereof. And it is further provided that in the event of a breach or threatened breach by appellee of any of the provisions regarding delivery of cotton, appellant shall be entitled to an

**Injunction to prevent such breach** and to a decree for specific performance, and, in the same connection, it is declared that the contract is one of purchase and sale of personal property under special circumstances and conditions, and that the buyer cannot go into the open market and buy cotton to replace any which the grower may fail to deliver.

**The only definite obligations** revealed in this contract rest altogether upon appellee. We can discover nothing in its terms when they are subjected to careful analysis, remotely imposing upon appellant any mutuality of burden. Appellant is bound to part with no consideration of any kind or character which would be essential under any view to a contract of purchase and sale. It pays appellee nothing. It gives to appellee not the slightest definite assurance that he will reap a benefit from the transaction. It takes upon itself neither risk nor substantial liability.

**It assumes no real responsibility.** Appellee is compelled to part with all title to cotton which he may raise anywhere in Texas during a period of five years. He is bound to deliver it to appellant at no specific place but at a warehouse or, in the alternative, some point of shipment which appellant may dictate, within a reasonable time after appellee has had it ginned each year. Appellant is to assume exclusive dominion over it, exercising complete ownership until such time as the discretion of its officers may dictate a sale of it. If, and whenever, their decision is that a sale should be made, then, after deducting whatever expenses and penalties which may have been involved in the process thru which it has been passed by appellant, the net proceeds of such sale which may remain are paid to appellee.

**Appellant promises no fixed price** for the cotton, and the contract supplies no basis upon which any possible definite calculation of it can be rested. What consideration appellees shall receive is involved in the most expensive indefiniteness. It rests in the limbo of pure speculation. Of course, the rule of civil law that there must be a fixed and agreed price as an essential to a contract of sale does not prevail with us. The less rigorous rule is, as contended by appellant, that the price may be left to be fixed in any way in which it may be

ascertained with certainty; but this contract is devoid of any element of certainty as to the price which is to be paid appellee by appellant or as to the time of payment.

The nearest approach to an obligation upon appellant disclosed by the terms of the contract is that it will take the title to and possession and control of appellee's property and endeavor through processes generally stated to obtain the best price to be had for the cotton, and pay over to appellee the proceeds of such sale after making various deductions. The contract suggests no definite idea of what appellant will do to obtain a benefit for appellee. In its final analysis, appellant's undertaking is merely that it will match the judgment and discretion of its managing officers against the uncertainty and fluctuations and various economic problems affecting the sale and consumption of a commodity of world-wide use, and return to appellee whatever profits are derived from the adventure should any profits be achieved. We think it manifest from the terms of the contract that it is unilateral as disclosing no mutuality of obligation and because there is nothing in its terms remotely constituting a consideration for the purchase of appellee's cotton.

**The marketing feature** of the contract manifestly was made with reference to the provisions of article 14½s of Vernon's Texas Civil Statutes, 1922 Supplement. This article authorizes such organizations as appellant to make marketing contracts providing that it may sell or resell the products of its members with or without taking title thereto. However, we do not understand this statute to declare that an agreement which is without the essential elements of a contract of purchase and sale to be in fact and law such contract. It does not authorize and make valid an agreement which is devoid of real mutuality of obligation as well as of remedy; but, if the statute did attempt to give validity to such a transaction, it would be void and in conflict with both state and federal Constitutions as impairing the obligations of contracts, and as being against the inherent and natural sense of fundamental justice which must underlie dealings between men.

From what we have already said, it follows that in our view there can be no specific performance required of appellee in this case because the contract is lacking both in mutuality of obligation and mutuality of remedy; and, as we understand the rule, specific performance will not be required in a case where mutuality is lacking either as to the obligation or as to the remedy. Ordinarily specific performance will not be decreed against one party to a contract when the other party has not performed and specific performance by him cannot, for any reason, be required. Specific performance against appellant could not be invoked because of the very nature of its promises. They require, for compliance on its part, very largely the exercise of judgment and discretion as to what will be done by appellant and as to when it will be done. Specific performance of undertakings involving these elements under the circumstances presented cannot be compelled by a court of equity. Hence, for the reason alone that there is no mutuality of remedy, the contractual provision for specific performance against appellee is invalid and unenforceable.

**Although this contract** expressly provides that appellant shall have the remedy of specific performance against appellee, yet, it seems to us, the well-settled rule in equity to the effect that specific performance will not be decreed where a contract is not capable of present performance, but the performance of which would require constant supervision by the court covering a long period and involving a series of acts, applies. If specific performance were granted against a tenant farmer, or any farmer, under the provisions of this contract, the court in enforcing the decree would be confronted with the possible problem of pursuing the party against whom the decree is made from place to place over the cotton producing area of Texas, and inquiring into and supervising the delivery of varying quantities of cotton produced from time to time at different places, as well as subjecting itself to the possibility of continuous inquiry into and supervision of cotton otherwise acquired by such person. *Beckham v. Munger Oil & Cotton Co.* (Tex. Civ. App.) 185 S. W. 991; *Lone Star Salt Co. v. Railway Co.*, 99 Tex. 434, 90 S. W. 863, 3 L. R. A. (N. S.) 828.

The contract, being unilateral and uncertain, and being without the necessary elements of a valid contract of sale, the injunction was properly denied.

The judgment is affirmed.

## ON MOTION FOR REHEARING.

Appellant's motion for rehearing is accompanied by a copy of the contract in the case of *Hollingsworth v. Texas Hay Ass'n*, in which case the action of the trial court in granting an injunction against the appellant's delivering hay to any person except the appellee, Texas Hay Ass'n, was affirmed by the Court of Civil Appeals for the First Supreme Judicial District. The contract relied upon by the appellee in that case is substantially the same as the contract relied upon by the appellant in this case. No briefs were filed in that case, but the effect

[Concluded on page 598, second column.]



## Asked— Answered

[Readers who fall to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

### Railroad Consolidations?

*Grain Dealers Journal:* Is there a movement on the part of the carriers to consolidate their interests as a surface reason to reduce their overhead, or is it nothing more or less than a movement for a uniform increase in rates with the competitive feature entirely eliminated?—Southwest.

**Ans.:** Sec. 5 of the Transportation Act provides for consolidation, division of traffic and earnings. Such consolidations are permissive and not mandatory.

Paragraph 4 provides that "competition shall be preserved as fully as possible."

It is difficult to understand how competition can be preserved if the earnings are pooled.

### Build of Tile or Concrete.

*Grain Dealers Journal:* Our mill and elevator was completely destroyed by fire, partly insured. We shall rebuild immediately and construct an elevator of tile or concrete. Which would you recommend?—Shamrock Mill & Elevator Co., Shamrock, Texas.

**Ans.:** We would recommend that you do not use tile, because so many elevator men have experienced much difficulty in keeping grain in and water out. If the structure settles unevenly, cracks are sure to develop. When mortar breaks away from joints in the tile wall, it permits water to blow in and grain to leak out. In cold climates water has often leaked down into pockets in tile, frozen, and swelled up so as to burst the tile.

Tile would not be likely to prove satisfactory in your district because when cracks develop, weevil would find hiding places in the pockets of the tile and multiply rapidly; much to your great expense. Almost any material is preferable to tile for grain storage in your section.

### Bond for Contractors?

*Grain Dealers Journal:* We are about to build an elevator and know of one farmers elevator company in a town near here that recovered \$1,400 from a bonding company that had gone on the bond of the builder, who ran out of money and was unable to finish the house. As a general thing does it pay to require a bond?—B. Grain Co.

**Ans.:** Bonds are almost always required on public work that has to be let to the lowest bidder; but on private work the owner can reserve the right to reject any or all bids and can throw out the bid of any builder considered financially irresponsible. When a reputable builder is employed the bond may not be necessary. Nevertheless a builder sometimes will make costly errors, in which case the owner may need the protection of a bond that guarantees the fulfillment of the contract and that all mechanics' and materialmen's liens will be discharged.

### New South Dakota Storage Law?

*Grain Dealers Journal:* What effect will the new South Dakota storage law and the grain pool have on the elevators?

The talk around here is a 4-cent handling charge for the elevator. This may be all right from the growers' standpoint; but I do not believe that the average elevator in South Dakota can handle grain on this small margin.—H. A. Campbell, mgr. Selby Union Exchange, Selby, S. D.

**Ans.:** The law is published on page 526 of the Journal Apr. 25; and on page 528 one of the leading dealers of South Dakota gives his views of the law.

Sec. 1 makes every elevator a public house.

Sec. 6 compels every elevator to take in grain on storage.

Sec. 9 empowers the railroad commission to fix the rate for storage, and every house in the state must charge the same rate.

This forcing of every elevator into the public storage business against the wishes of the owner of the property amounts to a taking

without due compensation, forbidden by the Constitution of the United States. In view of the fact that he has no monopoly an individual ought to have the right to build a grain house for his own exclusive use. The courts, however, yielding to class prejudice, seem to be able to find reasons for holding almost any private business to be affected with "public interest" sufficient to warrant extending over it the "blessings" of state control.

### Wants Protection From Hot Bearings.

*Grain Dealers Journal:* Has anyone perfected an inexpensive journal alarm which can be depended upon to warn the elevator operators whenever a bearing gets hot? It should not be complicated or likely to get out of order. I dislike climbing to the cupola three times a day. Who has any reliable relief to offer?—B. J. K.

### Pitch for Grain Spout?

*Grain Dealers Journal:* I want to spout oats and ear corn from the cupola of the elevator 150 feet to a 40,000-bushel bin. What is the least pitch I must have to get in at the top of the bin 24 feet high?—J. S. Cameron, Elliott, Ill.

**Ans.:** At the Cairo Elevator of the Halliday Elevator Co. grain is spouted from the building to barges on the river a distance of 300 feet, and the pitch of the spout is not much more than 20 degrees from the horizontal. The movement of the grain is aided by the fact the spout is smooth and the grain already is in motion when it enters the spout. This pipe line was illustrated and described in the Grain Dealers Journal for Nov. 10, 1922, page 698.

To get an elevation of a little over 20 degrees in a distance of 150 feet the spout should be raised at that end about 60 feet, the more the better, so the top of the inclined spout should be 60 or more, plus 24 ft., or about 90 feet above the ground.

### Pooling Contract Declared Void.

[Concluded from page 597.]

of the decision was to hold the contract to be one of purchase and sale.

Application for a writ of error was made to the Supreme Court and a writ of error was refused. The only ground upon which a writ of error was sought was that the contract was in violation of section 26, art. 1, of the state Constitution. No such question was raised in or remotely involved in the instant case. None of the questions decided or discussed by this court in this case was presented to the Supreme Court in the Hollingsworth case. This appears from a certified copy of the application for writ of error in the Hollingsworth case, which application has been filed in this court in answer to the motion for a rehearing.

The excellent argument made in behalf of the motion for a rehearing has not convinced us that our judgment is erroneous. Still being of the opinion that our decision is sound, we are not willing to recede from it without an expression upon it by the Supreme Court. Since our decision is in conflict with the decision of the Court of Civil Appeals for the First Supreme Judicial District, and since the case seems to be one of great public interest which ought to be finally disposed of expeditiously, we have decided to overrule the motion for a rehearing for the reason that we assume a decision by the Supreme Court will be made at an earlier date upon the writ of error, which will be granted, than if it were presented otherwise to that court.

The statement in the original opinion that appellee is repeatedly referred to in the contract as the owner is erroneous and is to be considered as withdrawn. Nowhere in the contract is appellee expressly termed the "owner."

The effect of our decision is to nullify the declared policy of the state expressed in the statute authorizing co-operative marketing, as appellant contends it is. Our decision merely holds that the contract is not one of purchase and sale which can be enforced either by injunction or the co-ordinate remedy of specific enforcement.—248 S. W. Rep. 1109.

ing that plaintiff was looking to it for payment, the law implied a contract on its part.

In *Humboldt Brick Mfg. Co. v. D. M. Kennedy et al.*, 103 Kan. 236, 173 Pac. 302, it was held:

"The builders of a mausoleum are liable to those who furnish the material for the erection thereof, in a sum equal to the amount unpaid on the contract, where the contractor becomes insolvent and is unable to perform his contract, and the owners agree with the contractor to complete the mausoleum and to pay for all materials and labor not already paid for, not exceeding, in all payments, the contract price."

We perceive no reversible error. The judgment is therefore affirmed.—212 Pac. Rep. 662.

### Materialman's Lien on Elevator.

The Supreme Court of Kansas on Feb. 10, 1923, decided against the Farmers Union Elevator Co., of Allen, Kan., in a suit brought by a lumber company to recover for material used in building the elevator.

This was the second suit of the kind. The first was brought by Fairbanks, Morse & Co., and decided in favor of the elevator company, as reported in the Journal May 10, 1922, page 597. This second suit was brought by the Badger Lumber Co., but was decided against the elevator company.

On May 25, 1919, defendant Farmers Union entered into a contract with F. W. Lehrack, under the terms of which Lehrack was to build an elevator for the sum of \$8,234.55. The contract contained these provisions:

"Payments are to be made by the owners as bills for materials and labor become due, upon presentation of bills for materials and vouchers for labor. It is further understood, in addition thereto, the owners will pay all freight and express charges, upon presentation of freight bills and express bills."

Immediately after making this contract, Lehrack visited the office of plaintiff, Badger Lumber Co., told of the contract and its terms, and ordered a bill of materials for use in constructing the elevator. Relying on said statements, plaintiff shipped and billed the materials to defendant, at Allen, Kan. The materials were received by defendant and used in the construction of the elevator, defendant paying the freight. Invoices covering the materials were sent by plaintiff to defendant on the first day of the following month (July) and again on July 15, and again on Aug. 1. Defendant made no reply on receipt of said statements, but afterwards refused payment.

Defendant contends that no contract, either express or implied, existed between it and plaintiff, and that, as it paid the full contract price for constructing said elevator, to Lehrack, it was not liable to plaintiff. It also contends that "this case grows out of the same transaction as the case of Fairbanks, Morse & Co. v. Elevator Co.," 110 Kan. 772, 205 Pac. 367, wherein it was held defendant was not liable.

The court said: This case is distinguished from the Fairbanks-Morse case. In that case the Fairbanks Company sent Lehrack to defendant and recommended him. After he made his contract with defendant, Fairbanks, Morse & Co., before shipping materials to defendant, endeavored to procure statement from defendant that it would be responsible for such material. The defendant declined to acknowledge any liability.

In this case defendant received the materials, paid the freight, permitted the use of the materials in the construction of its building, and made no disclaimer of responsibility. In addition thereto, plaintiff, some time in July, sent to defendant a statement of the account approved by Lehrack.

It was admitted in the trial of the case that of the contract price of \$8,234.55 defendant had, on July 1, \$4,789.62, and on Aug. 1, \$2,428.18.

Whether defendant should have notified plaintiff that he would not accept the materials and not be responsible for the bill therefor was a question of fact for the jury. *Bartholomae v. Paul*, 18 W. Va. 771.

It was admitted by appellant that on Aug. 1 it still had sufficient balance of the contract price with which to pay this account, and the jury found that some time during the month of July a statement of the account, approved by Lehrack, was transmitted by plaintiff to defendant.

It is a reasonable rule that one who, in good faith, ships goods to another, may acquire the right to treat the other as a buyer, when the other, without disclaiming liability, receives and uses the goods, thereby receiving the benefit.

In 23 R. C. L. 1263, it is stated:

"A contract of sale may be implied from the facts and circumstances of the case creating an obligation on the part of the buyer to pay for goods received from another, and ordinarily when one person receives goods or merchandise from another, the law implies a contract on his part to pay therefor, which will support an action of assumpsit for goods sold and delivered. One cannot ordinarily accept goods from another and use them and then refuse to pay for them on the ground that he never ordered them."

When the defendant chose to accept plaintiff's goods and use them in its elevator, know-

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# Rules and Regulations for Enforcing Grain Futures Act

Not final, but submitted as a basis for consideration.

1. These rules and regulations are made and prescribed with respect to contract markets under the Grain Futures Act of Sept. 21, 1922. These rules and regulations shall apply and be enforced only in accordance with and subject to the provisions of said Act, and shall not prevent the legitimate application or enforcement of any valid by-law, rule, regulation, or requirement of any contract market which is not inconsistent or in conflict with the Act and these rules and regulations.

2. For the purposes of these rules and regulations, unless the context otherwise require.

## DEFINITIONS.

(a) Words in the singular form import the plural and vice versa, as the case may demand.

(b) "Person" includes individuals, associations, partnerships, corporations, and trusts.

(c) The act, omission, or failure of any official, agent, or other person acting for any individual, association, partnership, corporation, or trust, within the scope of his employment or office, shall be deemed the act, omission, or failure of such individual, association, partnership, corporation, or trust as well as of such official, agent or other person.

(d) "Grain" means wheat, corn, oats, barley, rye, flax and sorghum.

(e) "Future delivery" does not include any sale of cash grain for deferred shipment or delivery.

(f) "Board of trade" means any exchange or association, whether incorporated or unincorporated, of persons who shall be engaged in the business of buying or selling grain or receiving the same for sale on consignment.

(g) "Contract market" means a board of trade designated by the Secretary of Agriculture as a contract market under the Grain Futures Act.

(h) "Contract of sale" includes sales, agreements of sale, and agreements to sell.

(i) "Delivery month" means the month of delivery specified in a contract of sale of grain for future delivery, and

(j) "Grain Futures Administration" means the officer or officers designated by the Secretary of Agriculture to carry out the provisions of the Grain Futures Act.

3. Each contract market shall make or cause to be made by its members reports to the Grain Futures Administration showing the facts specified in this regulation upon forms furnished for the purpose by the Grain Futures Administration. If such contract market has a clearing house organization which obtains and keeps reliable reports and records, reports may be accepted from such clearing house organization, and the members of such organization may be relieved from making individual reports, to the extent that the clearing house organization supplies the facts called for by these regulations.

Except when otherwise permitted in writing by the Grain Futures Administration, the reports shall be made as soon as possible after the close of the market on each business day, and, in any event, before 8:00 a. m. on the next following business day. Each contract market shall deliver such reports or cause them to be delivered at the office, if any, of the Grain Futures Administration in the city where such contract market is located, or, if there be no such office, shall mail such reports or cause them to be mailed in accordance with the instructions of the officer in charge of the Grain Futures Administration.

Each report shall state the period covered, shall include all contracts of sale of grain for future delivery made on or subject to the rules of such board by or through its members, and

shall show the facts specified in this regulation separately for each kind of grain, each delivery month, and every trading member whose name appears as seller or as buyer of such contracts. Each report shall include the following facts:

## Facts to Be Reported.

(a) The net position at the beginning of the period covered by the report;

(b) The quantity of grain purchased and the quantity of grain sold on such contracts during the period covered by the report;

(c) The quantity of grain delivered and the quantity of grain received on such contracts during the period covered by the report;

(d) The quantity of grain covered by contracts settled in some other manner during the period covered by the report, stating each kind of settlement separately;

(e) The net position at the end of the period covered by the report; and

(f) The net position at the end of the period covered by the report of each separate account carried by the trading member for whom the report is made, when such net position amounts to 200,000 bus. or more of wheat, corn, or oats, or 50,000 bus. or more of rye, barley, flax, or sorghum for any one delivery month, together with the aggregate of all "long" and the aggregate of all "short" accounts carried by such trading member at the end of the period covered by the report.

For the purposes of item (f), a distinguishing numerical designation shall be used instead of the name of any person, but the name and address of such person shall be given upon request to a representative of the Grain Futures Administration authorized for the purpose by the officer in charge thereof. Such designation shall always be used for the same person and not for any other person and may be changed only by or with the approval of such representative.

4. Each member of a contract market shall, in accordance with the requirements of subdivision (b) of section 4 and subdivision (b) of section 5 of the Act, keep the records required thereby with respect to transactions for future delivery and cash transactions, in chronological order in such manner as to be readily accessible, and shall exhibit the same for inspection, or shall furnish true information as to the contents or the meaning thereof, when requested by a representative of the United States Department of Agriculture authorized for the purpose by the officer in charge of the Grain Futures Administration.

Each member shall when and as requested by such representative of the Department of Agriculture make reports showing the car initial and car number, the kind, the grade, and the price of grain sold by such member in the cash grain market. The records as to transactions for future delivery shall be so kept as to show whether or not the persons for whom such transactions are executed by each member are engaged in the cash grain business.

5. No representative of the Department of Agriculture shall, without the consent of the member, divulge or make known in any manner, except insofar as such representative may be required in order to perform his official duties or by a court of competent jurisdiction, any facts or information regarding the business of a member of a contract market which may come to the knowledge of such representative through any inspection or examination of the reports or records of, or through any information given by, such member pursuant to the Act and these rules and regulations.

6. Each contract market shall, not later than the first business day of each month, furnish to the office of the Grain Futures Administration to which other reports are made a report showing all changes in membership or by-laws, rules, or regulations, and any official orders or announcements of the board of trade, not previously reported.

7. Each member of a contract market shall furnish, or cause to be furnished or exhibited, to the governing board of such contract market when requested by it, or to the officer in charge

of the Grain Futures Administration or his representative when requested by him, a true, copy of any report, circular, letter or telegram published or given general circulation by such member concerning crop or market information or conditions that affect or tend to affect the price of commodities, and the true source or authority of such member of the information therein contained.

8. Every member of a contract market shall promptly report to the governing board of such contract market and to the officer in charge of the Grain Futures Administration, or his representative, all information in the possession of such member relating to any attempted manipulation of prices or corner of any grain by the dealers or operators upon such board.

A DECREASE of 460,000 persons in the agricultural population was reported by the Dept. of Agriculture for 1922. The figures were based on a survey of 10,000 representative farms and groups of farms.

## New President of Denver Grain Exchange.

J. W. Conley, sec'y-treas. of the Conley-Ross Grain Co., has been elected to serve as president of the Denver Grain Exchange Ass'n for the fiscal year.

Born in Hamilton, Mo., Mr. Conley later went to Kansas City where he was engaged in the grain business with several large firms. After receiving his early training in that market, he moved westward and made his home in Denver. For several years he was connected with grain companies in Denver and later formed the Conley-Ross Grain Co. of which he is now an officer.

His wide experience in the grain business and his knowledge of the general conditions thruout the territory covered by the Denver Exchange peculiarly fit Mr. Conley for the office to which he has been elected.



J. W. Conley, Denver, Colo.,  
Pres. Grain Exchange.



## Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

### Furnishing Cars?

*Grain Dealers Journal:* If any reader of the Journal has any information as to discrimination in the supply of cars during 1917, as to an order by the authorities giving the preference to corn in the house as against corn in the crib or on the farm I would like to hear from him thru the Journal.—J. S. Cameron, Elliott, Ill.

### Admit Specialists Can Distribute Seeds Most Efficiently.

*Editor Grain Dealers Journal:* In "Weather, Crops and Markets," issue of April 14, I find the following startling admission: "Growing seeds and distributing or selling seeds are two separate and distinct functions, each of which can be performed more efficiently by the agency specializing in that branch of the seed business."

To use a slang phrase, "Wouldn't that jar you?" It reads exactly like the findings of the commissions and inquisitorial bodies that have reluctantly admitted what nearly all business men know and what many farmers are learning at their own cost and to their financial sorrow, viz., that merchandising or distributing requires a different and separate ability than that required for producing. I do not mean that the people now engaged in trade possess all the trade brains but I do maintain that those without the knowledge and ability must learn, either at their own expense or at the expense of others. The editor of "Weather, Crops and Markets" is truthful on this point. Would that his views might prevail through the whole Department of Agriculture.—J. K. McGonagle, Washta, Ia.

### American Corn Ranks First.

*Grain Dealers Journal:* America leads the world in agriculture and mineral resources but the product which we should feel most justly proud of is our own native American corn. We have a world monopoly on fine quality corn and its by-products and will continue to have this monopoly just as long as our farmers keep their soil in its present high state of cultivation.

During the past two years the finest corn, not only in the United States but in the world, has been raised in Iowa, Neb., Ill., and Mo. The great majority of the corn shipped from these States the past two years has graded No. 2 or better. It has been bone dry and as clean and sound as a new gold piece. A few years ago, some Argentine corn was shipped into this country but it did not prove a success. It's too hard and flinty and its keeping qualities are poor.

We believe corn and wheat will sell closer together as time goes on. Wheat can be raised in almost every country in the world, while the corn area is limited.

Our corn area is limited not only in this country but also in the few other countries that raise it to any extent. Our population is increasing rapidly: This means a greater demand for corn and all its products. Foreign countries are also showing a greater interest in our new corn products. They realize we have the finest corn in the world and at present prices it's a cheap food.

With the increase in new derivatives which are being manufactured from corn, it is fast becoming the backbone, not only in human life but also in domesticated animal life.—Marshall Hall Grain Co.

### Too Many Elevators in Ohio.

*Grain Dealers Journal:* We know of no contemplated new construction of grain elevators in our territory, nor of any improvements of consequence. Country grain elevator operators are timid. Elevators are now so numerous that dealers are beginning to awake to the fact that a reduction in the number of grain elevators is needed more than the construction of additional houses. Cost of construction, labor, and general operating costs have gradually increased, while through keen competition the margin of gross profits has decreased to such an extent that very few, if any, have been able to make even interest on their investments, to say nothing about depreciation. As far as our observation and knowledge goes, most of them are playing a losing game. This is not all, there is nothing in sight that we can see to improve the situation.—John Wickenhiser, Toledo, Ohio.

### Why the Low Mileage on Cars?

*Grain Dealers Journal:* I notice in the Journal for April 25 on page 542 that the American Railway Ass'n has set 30 miles as the distance a freight car should traverse each day.

The average freight train moves at from 10 to 15 miles per hour and sometimes as high as 20. At this rate a freight car would move but slightly more than two hours out of twenty-four. Where does it spend the 22 hours in which it moves not at all? Canal boat service will better that record and even a team of horses can cover 30 miles in one day, sleeping at night when the railroads are still at work.

Demurrage is charged to shippers who hold a car over the free time allotted by the carriers, so I believe it is reasonable for shippers to receive pay for any delay in transportation caused by the carriers.

There should be a rule providing movement of 100 miles per day for each loaded car, and in instances where delay is caused by the carrier, the shipper should be paid for the delay caused to his shipment.—Fairplay.

### South Dakota Dealers Working to Refer New Warehouse Law.

*Grain Dealers Journal:* South Dakota's new warehouse law which was published on page 526 of Grain Dealers Journal for April 25th, and which is known as Senate Bill 110, has caused all elevator men a world of worry. After canvassing the situation carefully, all are convinced that it will be practically impossible for any grain shipper to operate a country elevator under the provisions of the law. It is sure to cripple financially any elevator operator who attempts to store grain as provided by it.

Grain elevator operators of the state have held several meetings which were attended by representatives of co-operative, independent, and line-house elevators. After careful study and much discussion, it has been unanimously agreed to refer the law to the voters at the next election under the provisions of South Dakota's initiative and referendum law. A committee of seven has been selected to secure competent legal advice to prepare petitions and secure signatures, all of which must be returned to the Sec'y of the Committee so that they may be checked and filed with the Sec'y of State before the first of June. Unless these petitions are signed and forwarded promptly the law will go into effect July 1st.

All merchants should stand together against any more regulations of or interference with business on the part of any government. Picayune politicians seem unable to get through a session without attempting to force more impossible conditions on some line of business. This increases the cost of doing business and the cost of service to producers and consumers.

The last legislature seemed to have been misinformed regarding the law being favored by

the growers and dealers when neither had given it any serious consideration or study.

If the dealers of the state get into quick action, we will surely have it referred to the people and have over a year before election to work up sentiment against its enforcement.—J. W. Straup, Sec'y South Dakota Grain Shippers Committee, Humboldt, S. D.

### Manitoba. Wheat Board Bill Defeated.

By a vote of 24 to 21 the Manitoba Legislature on April 27 defeated the bill to create the compulsory Wheat Board.

In addressing the House against the bill, Attorney-General R. W. Craig said it interfered with the liberty of the producer to deal with the product of his labor and capital investment as he chose, forcing a surrender of his own judgment to that of a board of unknown personnel.

His second objection was the compulsory features of the bill, which brought compulsion to bear upon 20 to 30 per cent of Manitoba farmers to forego their advantages of early crop maturity and nearness of market for which they have already paid in money or labor, or for which they have incurred liability, and depriving them of these valuable advantages chiefly for the benefit of the residents of Saskatchewan and Alberta. In other words, they surrender a sure advantage for some problematical or speculative benefit.

Mr. Craig opposed the provisions regarding participation certificates saying that 30 to 40 per cent of value of the Manitoba wheat crop would be held up for one year to the general restriction of business at the time when every facility should be granted for its extension. He objected also to the fact that there would be no compensation to Manitoba for the sacrifice it was forced to make. In his opinion there had been no real move towards a voluntary co-operative system. Then, it was admitted that a permanent compulsory board was undesirable. Only an emergency would justify a board for one year. There were arguments that might be used with considerable force, restricted acreage, farmers' morale, and so on, but he submitted that the absence or presence of a wheat board would not affect the acreage and the morale of the agricultural workers of the country. A one year or a two year board would retard rather than accelerate the formation of a voluntary pool.

### Program Panhandle Grain Dealers Meeting.

The eighth annual convention of the Panhandle Grain Dealers Ass'n will be held May 21 in Amarillo, Tex., Board of City Development.

#### MONDAY, 10:00 A. M.

Called to order by President E. W. Harrison. Invocation—Dr. Milo Atkinson, First Christian Church.

Address of welcome—Eugene S. Blasdel, mayor of Amarillo.

Response—A. Liske, Canadian.

President's annual address—E. W. Harrison, Hereford.

Secretary's annual report—Lester Stone, Amarillo.

Appointment of committees.

Wire Worms and Other Insect Pests—County Agent Harmon Benton.

#### SECOND SESSION, 1:30 P. M.

The Miller and the Grain Dealer—R. H. Wagenfuhr, New Braunfels.

Crop reports.

Cotton in the Panhandle—Tom Connally, Clarendon.

The Proposed Rate Increase in Texas—H. L. Kearns.

The Financial Situation in the Panhandle—W. H. Fuqua.

General discussion of matters of interest.

#### BANQUET, 6:00 P. M.

Banquet at Amarillo Hotel for visiting dealers, J. N. Beasley, toastmaster.



## New Tasks of John R. Mauff.

Centralization of executive duties of the Chicago Board of Trade has placed new responsibilities on the shoulders of John R. Mauff. He is Executive Vice-president of the institution, being advanced from secretary to that new office for the purpose of obtaining greater continuity in the association's affairs. The plan has already proved advantageous.

Close on the heels of this action by the directors of the association, it has been decided that the Board of Trade should be represented by an official spokesman. The object is to further centralize, with one continuing officer, the duty of representing the association when matters of public interest are involved. This, it is believed, will tend to curb the indiscriminate dissemination of false or inaccurate reports, and likewise link the association more closely with allied industries through the contact maintained by Mr. Mauff.

Mr. Mauff, in the opinion of his many friends, will easily measure up to the task of his responsible position. His rise, from the time he entered business, has been unusual. Born in Chicago, he was educated in the public schools and by private tutors and then, like the typical young American, he swung into the business world at the foot of the ladder. But he soon proved that he could not long remain at the foot of the ladder. He joined Foss, Strong & Co., where he met Joseph (Diamond Jo) Reynolds, owner of the Diamond Jo Packet Line of Mississippi River fame. Mr. Reynolds was greatly impressed by the technical knowledge of the grain trade acquired by Mr. Mauff and selected him to take charge of his vast country elevator and grain business in Iowa, Minnesota and Wisconsin. Before he was twenty-one, Mr. Mauff was secretary of the E. M. Dickey Co., owned by Reynolds, with headquarters in Dubuque, Ia. He soon learned the grain business from top to bottom. He was particularly fortunate in grasping the viewpoint of the farmer, a quality which has been invaluable.

When Mr. Mauff returned to Chicago he be-



John R. Mauff, Chicago, Ill., Executive Vice-Pres. of Board of Trade.

came secretary of the Chicago O'Neill Grain Co. and still later, when he was recognized as one of the best barley judges in America, he became associated with Adolphus Busch as barley expert and in that capacity continued until the death of Mr. Busch.

Mr. Mauff then associated himself with the National Consumers' League in New York. During the great nation-wide fight for pure food legislation he represented the barley growers of Minnesota and Wisconsin. After a long and vigorous fight he collected data and prepared a bill to compel the truthful labeling of brewing products, which was soon enacted into law.

Mr. Mauff's membership in the Board of Trade dates back to 1896. He has always been active in Board affairs, as a director, as second vice-president and as secretary.

One of the shining examples of his executive ability and clear vision came during the world war. He was president of the Council of Grain Exchanges. Through the activities of the council, meetings of a most important character were called in Washington, D. C. These conferences, at which Mr. Mauff was a leading figure, finally resulted in the formation of the U. S. Grain Corporation.

## Guaranty on Cost of Building Modified by Rise in Labor.

The costs of building labor have shown a rising tendency this spring that makes a decision by the Supreme Court of Arkansas on the effect of such rise upon the contractor's guaranty of cost of construction of present interest.

Kaucher, Hodges & Co. made a contract with the Buckeye Cotton Oil Co. in March, 1918, for the construction of a reinforced concrete building near Little Rock, Ark., agreeing to furnish plans, the building equipment and superintend the erection for 8 per cent of the actual construction cost. They gave a guaranty that the cost would not exceed \$76,463, but the guaranty was qualified by a clause reading as follows:

"It is further understood that this guaranty is made during existing conditions and does not apply should the work be interfered with or cost increased by any act of government or any unforeseen elements or acts of God."

The building was completed according to contract; but the cost was more than \$20,000 above the guaranteed price, even considering extras. The cotton oil company brot suit under the guaranty. Kaucher, Hodges & Co. claimed \$3,827.97 for forms for extra concrete. The court allowed this. Both parties appealed. Both parties agreed that the increased cost of labor amounted to \$7,032.16; but the court held the increased cost of labor was one of the things that could have been foreseen, stating that—

The increased cost of labor and material was easily ascertainable and was within the contemplation of the parties at the time the contract was entered into. It was their manifest intention to exempt appellants' (Cotton Oil Co.'s) liability on account of increased cost of the building from those causes. But the question of the inefficiency of labor is a thing so vague that it could not have been within the contemplation of the parties that an estimate should be taken of the degree of inefficiency of labor during the construction of the building. In fact that was one of the things appellants (Kaucher, Hodges & Co.) undertook to do and were paid to do in selecting the right kind of labor, and there is no proof in this case which would justify the finding that they could not have done that so as to reduce to a minimum in degree the inefficiency of labor. The proof does, indeed, show that at that time conditions were such, not only in Little Rock, but everywhere, that labor as a whole was inefficient, but it does not show that efficient labor, both skilled and unskilled, could not be obtained at the prevailing schedule of prices. The proof also shows beyond a doubt that this lowering of the efficiency of labor began more than a year before this contract was entered into, and if it increased after that time it was only in degree. At any rate, we think that under the contract the selection of efficient labor was one of the things that appellants undertook, and it was not exempted from its guaranty on account of losses from that cause.—238 S. W. Rep. 1.

## Coming Conventions.

Trade conventions are always worth while as they afford live, progressive grain dealers a chance to meet other fellows from the field of daily strife and to be convinced that the much maligned horns are truly mythical. You can not afford to pass up these opportunities.

May 15, 16. Illinois Grain Dealers Ass'n at Chicago, Ill.

May 16-17. Kansas Grain Dealers Ass'n at Topeka, Kan.

May 21.—Panhandle Grain Dealers Ass'n, Amarillo, Tex.

May 22, 23. Grain Dealers Ass'n of Oklahoma at Oklahoma City, Okla.

May 25, 26. Texas Grain Dealers Ass'n at Ft. Worth, Tex.

June 6.—Iowa Seed Dealers Ass'n at Des Moines, Ia.

June 8, 9. American Feed Manufacturers' Ass'n at St. Louis, Mo.

June 13, 14. Eastern Federation of Feed Merchants at Binghamton, N. Y.

June 15, 16. Northwestern Grain Dealers Ass'n at Helena, Mont.

June 20, 21. Ohio Grain Dealers Ass'n, Cleveland, O.

June 22 and 23.—Southern Seedsmen's Ass'n at Knoxville, Tenn.

June 27-29. American Seed Trade Ass'n at Atlantic City, N. J.

July 24, 25, 26. National Hay Ass'n, West Baden, Ind.

Oct. 1, 2 and 3. Grain Dealers National Ass'n, at Des Moines, Iowa.

## Program Illinois Grain Dealers' Ass'n.

The Illinois Grain Dealers' Ass'n will celebrate its 30th birthday by meeting at Hotel LaSalle, Chicago, May 15 and 16. The program follows:

### TUESDAY MORNING—10:00 O'CLOCK.

Invocation—Rev. Wm. C. Covert, D. D., pastor First Presbyterian Church.  
Address of Welcome—Hon. William E. Dever, Mayor of Chicago.

Response for the Association and President's Annual Address—Lee W. Railsback, Weldon.  
Secretary's Annual Report—W. E. Culbertson, Champaign.

Treasurer's Annual Report—M. J. Porterfield, Murdock.

Report of Finance Committee—Harry Allen, Broadland.

Report of Executive Committee—E. M. Wayne, Delavan.

Appointment of committees.

### TUESDAY AFTERNOON—2:00 O'CLOCK.

Railroad Situation—Fred W. Sargent, Gen'l Solicitor, C. & N.-W. R. R.

The Proposed One Hundred Million Dollar Bond Issue—Hon. Frank T. Sheets, Superintendent of Highways, State of Illinois.

The Grain Dealers National Ass'n—F. E. Watkins, President, Cleveland, O.

Experiences of a Weighmaster—J. A. Schmitz, Board of Trade Weighmaster.

Railroad Leases.  
Car Distribution.

The Illinois Weights and Measures Act.

### WEDNESDAY MORNING—9:30 O'CLOCK.

Fire Hazards in Country Grain Elevator—J. J. Fitzgerald, Asst. Sec'y, Grain Dealers National Mutual Fire Insurance Co., Indianapolis, Ind.

Board of Trade Radio Broadcasting—Henry A. Rumsey, Chicago.

Re-Inspection and Appeals—Adolph Gerstenberg, chairman Grain Committee, Chicago Board of Trade.

The Workman's Compensation Act—Geo. M. Williamson, Integrity Mutual Casualty Co., Chicago.

Reports of committees.  
Election of officers.

### ENTERTAINMENT.

Tuesday evening the delegates and their ladies will be guests of the Chicago Board of Trade at the Drake Hotel.

Board of Trade Banquet—Drake Hotel.  
Toastmaster—Henry A. Rumsey.

Addresses of John R. Mauff, Executive Vice-President of the Chicago Board of Trade; S. S. Tanner, Ex-President I. G. D. A., and Brigadier General Geo. Van Horn Moseley, U. S. A.



## Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

Nora, Ill., May 2.—Not much grain is moving.—Nora Co-operative Co.

Mount Joy (Atlanta p. o.), Ill., May 3.—Old corn is about all moved.—R. E. Thompson, mgr., Eminence Grain & Coal Co.

Momence, Ill., May 2.—Grain is nearly all gone from this vicinity.—Hess Bros.

### Corn Movement in April.

Receipts and shipments of corn at the various markets during April, compared with April, 1922, were as follows:

	Receipts		Shipments	
	1923.	1922.	1923.	1922.
Baltimore .....	455,226	3,819,851	1,145,426	5,430,860
Buffalo, cars .....	528	316		
Cairo .....	127,004	41,029	128,947	36,048
Chicago .....	5,300,000	5,482,000	4,437,000	6,268,000
Cincinnati .....	363,600	164,400	187,200	199,200
Duluth .....	68,507	449,081		468,086
Ft. William, Ont. .....	5,232	4,046	5,232	4,046
Indianapolis .....	1,402,000	790,400	1,115,000	327,600
Kansas City .....	1,767,500	1,172,500	1,245,000	575,000
Los Angeles, cars .....	207	56		
Milwaukee .....	1,165,190	1,108,520	957,425	2,925,528
Minneapolis .....	443,960	651,020	566,860	640,830
Montreal .....	47,861			
New Orleans .....			1,437,549	2,110,925
New York .....	480,000		1,023,000	
Omaha .....	1,787,800	1,933,000	2,808,400	2,388,400
Peoria .....	1,152,200	1,075,950	945,600	558,800
St. Joseph .....	729,000	754,500	687,000	621,000
St. Louis .....	2,180,192	1,196,000	1,795,075	1,212,195
San Francisco, tons .....	1,764	1,819		
Seattle, cars .....	118	57		
Toledo .....	230,000	143,750	66,005	88,710
Wichita .....	108,000	63,600	72,000	41,000

### Oats Movement in April.

Receipts and shipments of oats at the various markets during April, compared with April, 1922, were as follows:

	Receipts		Shipments	
	1923.	1922.	1923.	1922.
Baltimore .....	681,233	199,671	197,999	180,000
Buffalo, cars .....	354	313		
Cairo .....	2,166,942	1,005,021	2,013,700	1,155,671
Chicago .....	4,747,000	3,734,000	4,109,000	5,071,000
Cincinnati .....	368,000	278,000	218,000	128,000
Duluth .....	12,605	2,016	1,889	
Ft. William, Ont. .....	2,363,610	3,265,147	346,262	4,403,653
Indianapolis .....	814,000	627,000	952,000	416,000
Kansas City .....	1,533,400	243,100	600,000	328,500
Los Angeles, cars .....	15	11		
Milwaukee .....	1,315,255	846,000	1,504,775	1,433,925
Minneapolis .....	1,208,070	1,191,090	3,071,220	2,699,750
Montreal .....	473,544	99,518		
New Orleans .....	922,000		33,130	
New York .....	1,674,000	362,000	683,000	
Omaha .....	1,144,000	778,570	1,164,300	794,000
Peoria .....	642	1,225		
San Francisco, tons .....	45	43		
Seattle, cars .....	240,000	54,000	88,000	128,000
St. Joseph .....	2,824,000	1,294,000	2,847,990	1,352,345
St. Louis .....	196,800	159,900	571,130	117,920
Toledo .....	54,000	3,000	36,000	3,000
Wichita .....	4,342,000			
Winnipeg .....				

### Wheat Movement in April.

Receipts and shipments of wheat at the various markets during April, compared with April, 1922, were as follows:

	Receipts		Shipments	
	1923.	1922.	1923.	1922.
Baltimore .....	1,613,847	339,767	2,131,325	453,081
Buffalo, cars .....	192	103		
Cairo .....	8,856		11,380	
Chicago .....	1,950,000	2,203,000	1,197,000	1,170,000
Cincinnati .....	261,600	296,400	280,800	238,800
Duluth .....	3,470,585	1,664,717	204,208	593,266
Ft. William, Ont. .....	7,640,752	6,128,459	1,404,100	10,672,517
Galveston .....	166,000	123,500	56,000	78,000
Indianapolis .....	3,324,450	3,705,750	2,555,550	4,240,350
Kansas City .....	258	106		
Los Angeles, cars .....	201,525	106,400	537,725	
Milwaukee .....	6,861,690	4,723,060	3,761,210	1,912,500
Minneapolis .....	1,431,921	334,273		
Montreal .....			420,914	929,244
New Orleans .....	4,099,000		4,321,600	
New York .....	1,581,860	1,298,400	1,787,800	1,731,800
Omaha .....	92,400	75,600	93,650	73,200
Peoria .....	676,200	737,800	208,600	217,000
St. Joseph .....	2,924,100	1,422,225	2,055,470	1,331,660
St. Louis .....	4,109	2,180		
San Francisco, tons .....	424	312	861,666	954,360
Seattle, cars .....	311,400	172,200	722,270	192,695
Toledo .....	1,009,200	951,600	772,500	409,000
Wichita .....	13,495,680			
Winnipeg .....				

Bushels.

Bloomington, Ill., May 2.—Surplus of corn on farms is practically exhausted. Empty elevators are common.—Funk Bros. Seed Co.

Odell, Ill., May 2.—Movement of grain has been good here for the past six weeks but farmers are all in the fields now.—C. A. Vincent.

Oakland, Ill., May 3.—No corn is being shipped out. Feeders are taking all they can get at 85 to 90 cents per bushel.—H. H. Wright, mgr., Ashmore Farmers Co-op. Ass'n.

Freeport, Ill., May 1.—Grain handling facilities in this section are more than ample because the volume to be handled has been greatly reduced in the past three or four years, chiefly because of increased feeding on farms. Feeding of hogs and milk cattle has increased until the amount to be shipped out is only a fraction of what it was six or eight years ago.—H. A. Hillmer Co.

Attica, Ind., May 2.—Movement of grain is light. Old crop is about all out.—Nixon & Van Deventer.

Carmel, Ind., May 3.—Not much grain moving. Wheat is about all marketed.—R. J. Follett.

Aurora, Ind., May 2.—No grain movement of any consequence on account of having only one-half of a wheat crop last year.—The Acme Milling Co.

Alleman, Ia., April 27.—Not much grain is moving.—J. R. Johnson, Farmers Elevator Co.

Guttenberg, Ia., May 2.—Not much doing in the grain business here. Farmers are feeding most of their grain.—Ihm Bros.

Lincoln, Kan., May 4.—No grain moving at all.—W. T. Stearns.

Abilene, Kan., May 3.—Grain movement from farms is very slight.—Mid-West Milling Co.

Barnard, Kan., May 3.—No grain moving from farms at present. Very little in farmers' hands.—H. M. Jones, mgr., Jackman Elevator.

Camp Nelson, Ky., May 2.—Wheat is all sold from this section. Corn scarce and high.—H. C. Glass & Son.

Priam (Raymond p. o.), Minn., May 5.—Nearly all grain is marketed.—C. J. Birkeland.

Plattsburg, Mo., April 23.—Farmers are having grain shipped in.—Mallen Grain Co.

Medina, N. D., May 4.—Most of last year's crop is marketed.—Gus Opp, mgr., Powers Elevator Co.

Binger, Okla., May 2.—No corn on hand in elevators here.—Chas. Wilson.

Canastota, S. D., April 27.—Owing to a hard hail storm last harvest, we have only about one-third of usual amount of grain to market.—E. O. Doak, agent J. J. Mullaney.

Fort Worth, Tex., May 5.—An elevator at Spearman shipped 80 cars of wheat last year. It will ship twice that many this year.—Transit Grain & Commission Co.

### Rye Movement in April.

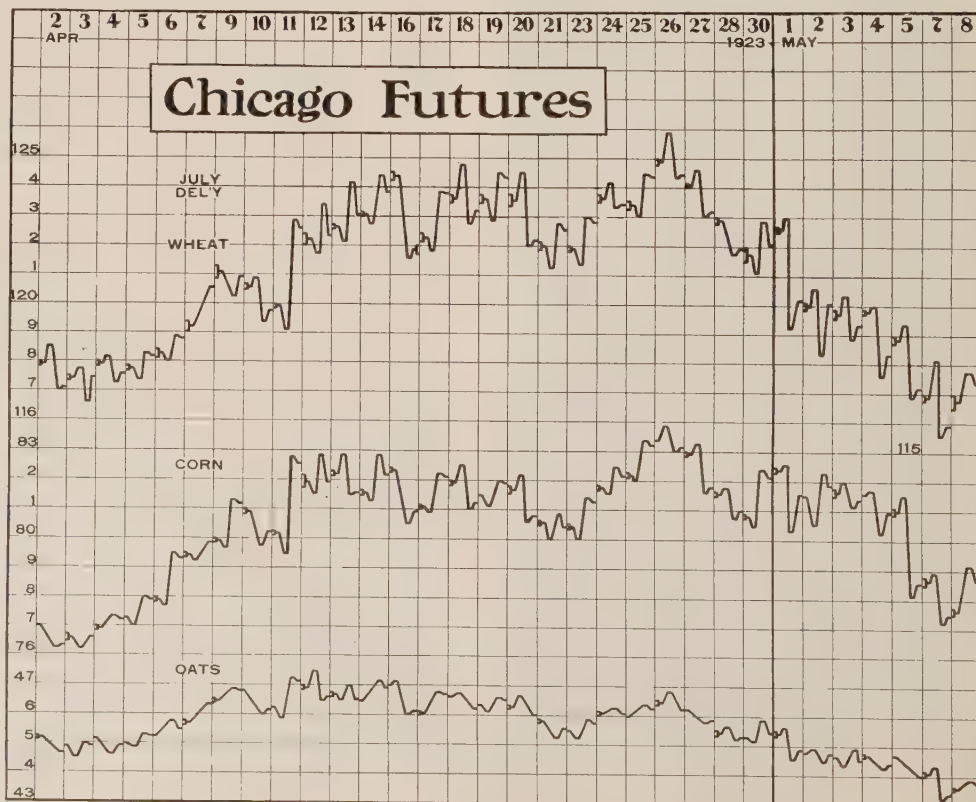
Receipts and shipments of rye at the various markets during April, compared with April, 1922, were as follows:

	Receipts		Shipments	
	1923.	1922.	1923.	1922.
Baltimore .....	926,137	2,337,446	1,786,970	2,473,605
Buffalo, cars .....	3	1		
Cairo .....	197,872		223,985	
Chicago .....	545,000	115,000	93,000	46,000
Cincinnati .....	2,400	16,800	2,400	24,000
Duluth .....	2,069,930	702,382	22	644,977
Ft. William, Ont. .....	462,761	176,053	68,571	205,731
Galveston .....			1,400	
Indianapolis .....	4,000	33,600	5,400	
Kansas City .....	7,700	11,000	15,400	38,500
Milwaukee .....	229,260	162,725	193,020	182,180
Minneapolis .....	691,470	157,900	142,730	493,460
Montreal .....	3,350	1,853		
New Orleans .....			98,460	188,571
New York .....	1,231,500		887,000	
Omaha .....	64,400	138,000	331,000	109,200
Peoria .....	15,600	2,400	9,600	4,800
St. Joseph .....		1,500		3,000
St. Louis .....	167,200	15,400	99,890	9,240
Seattle, cars .....	5	2		
Toledo .....	180,400	28,800	72,255	1,725
Wichita .....		4,800		4,800
Winnipeg .....	661,500			

### Barley Movement in April.

Receipts and shipments of barley at the various markets during April, compared with April, 1922, were as follows:

	Receipts		Shipments	
	1923.	1922.	1923.	1922.
Baltimore .....	31,155	69,525		67,652
Buffalo, cars .....	40	33		
Chicago .....	651,000	327,000	248,000	207,000
Cincinnati .....	2,600	1,300		
Duluth .....	262,090	139,461	25,000	3,120
Ft. William, Ont. .....	753,637	669,888	23,307	1,152,170
Kansas City .....	66,000	94,500	16,900	83,200
Los Angeles, cars .....	207	56		
Milwaukee .....	488,260	505,600	215,160	212,200
Minneapolis .....	767,400	690,380	1,064,320	676,920
Montreal .....	188,326	55,711		
New Orleans .....	929,900		593,000	
New York .....	102,400	56,000	86,400	44,800
Omaha .....	35,000	28,000	23,800	14,000
Peoria .....	7,000	10,500	3,500	5,250
St. Joseph .....	57,600	25,600	28,340	9,260
St. Louis .....	20,162	21,894		
San Francisco, tons .....	19	2		
Seattle, cars .....	4,800	4,800		
Toledo .....	3,600		3,600	
Wichita .....				
Winnipeg .....	1,013,325			





## Why the Elevator Failed to Satisfy.

BY J. F. Y.

Hemlock Culls not Suitable for Elevator Cribbing. Not long ago we were called in to make some much needed changes in the arrangement of and repairs to a new elevator. We were glad to undertake the work because we were especially anxious to see what had been delivered to the grain dealer on his contract. We had bid on a 30,000 bu. house for him in keeping with a standard plan which we thought would suit his needs perfectly.

All the time we were busy building a new warehouse for him, we busied ourselves inspecting the work of the successful bidder; and would you believe it—the house was so badly out of plumb he could not operate one leg at all. The foundation under that house was the poorest excuse for a house of that capacity that I have ever seen. It could not do a good job of holding up a 10,000 bu. house loaded with grain. So he had to supplement the poor foundation with twelve heavy concrete pillars; and what was more, the bins leaked grain out and water in. So great were the leaks that he insisted that they be stopped. In two adjoining bins the grain persisted in getting mixed. With a strong light we dug into the cribbing and found that nothing but hemlock culls had been used throughout the job; and having plenty of cement at hand, we filled up the cracks and the knot holes with a rich mixture.

The jack-shaft in the basement was so badly scored that we inquired, Who has attempted to reset the pulleys? The owner denied any change had been made, so we went to the station-agent and traced the machinery shipment to its source. All the shafts and pulleys came from a junk-yard which had never pretended to sell first-hand machinery.

Now it isn't reasonable to expect that any self-respecting contractor can bid against a man who is willing to install such rotten material and equipment on a contract which is supposed to call for a first-class modern elevator.

So few grain dealer investigate the previous work of the elevator builder whom they contemplate favoring with their order, that it would seem essential that they have a complete plan and specifications of what they are to get in their elevator. Then they should employ a competent engineer of experience to inspect the work frequently as it progresses to make sure that they will have a desirable ele-

vator when the work is completed and in keeping with the plans and specifications.

Never before was I so completely convinced that the cheapest elevator is invariably the least desirable as I was after completing the much needed repairs on this new elevator at — —.

## Development of Vancouver Harbor.

Present and future plans for the development of the port of Vancouver will improve the port's facilities for all shipping and will create more storage for grain handling.

The first loan to the Harbor Board was made four years ago and was \$5,000,000 and this was entirely expended. The second loan of \$5,000,000 recently granted, will be used to complete the Ballantyne pier, which will cost \$1,600,000. A new elevator will be located on the east shore of the pier and to make a good foundation for it, the shore quay walls will be completed and dredging will be done. Work on the foundation will commence at once and will cost \$250,000.

Extensions will also be made to the present government elevator, which in the future will be called Elevator No. 1. Its present capacity is 1,250,000 bus. and it is proposed to make it slightly more than 2,000,000 bus. The unloading capacity of 6 cars an hour also will be increased. The cleaning machinery would be increased to be capable of cleaning 60 per cent of the grain this year. At present there are four belts which combined can deliver 15,000 bus. per hour, but only three can be used at one time. Improvements will enable the use of all of them at one time. This will necessitate the increasing of the berthing capacity at the pier and it is hoped to construct a grain jetty, but as the Board's money is short, it may have to be postponed. Without the jetty the government pier would have to be used as a grain pier and alterations and extensions would cost \$400,000.

The elevator to be built at the Ballantyne pier will be known as Elevator No. 2, and will have a receiving house and a storage house on the east shore quay, with an unloading house about 200 feet distant from the pier and north of the C. P. R. tracks. An unloading capacity of twelve cars per hour, storage capacity of 1,500,000 bus. and facilities for cleaning 100 per cent of the grain will be provided. A grain jetty will be built which would have two berths and four belts and be capable of delivering grain to two ships at one time, at the rate of 30,000 bus. per hour to each.

When the work is completed the cost will have been \$1,600,000 for the elevator and \$600,000 for the grain jetty. It is hoped to have the elevator completed early in 1924, with the result that the Harbor Board will have two elevators with a receiving capacity of 20 cars per hour and total storage of 3,500,000 bus.

MANILA ROPE which gives out in four months' elevator use may be cheap to install but desperately expensive to use. An elevator operator who installed a lot of cheap rope last winter now assures us he will waste no more time or money on the cheap substitutes.

## Geo. P. Bissell Laid to Rest.

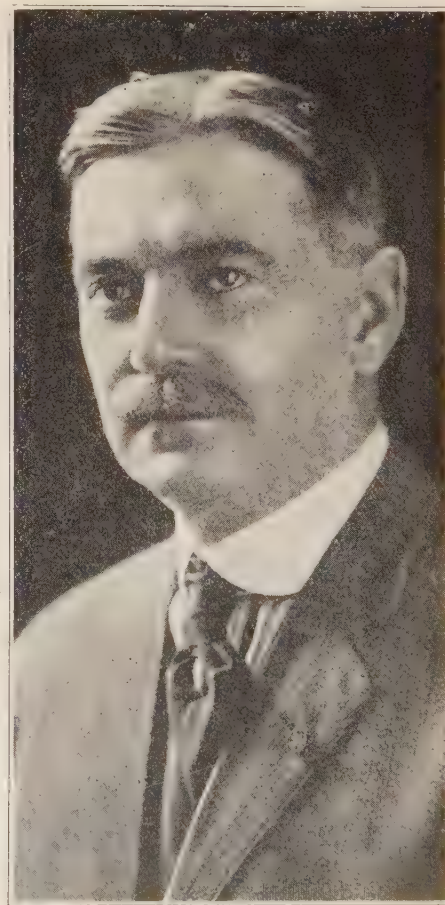
After 25 years in the grain trade of Nebraska, Geo. P. Bissell, sec'y of the T. B. Hord Grain Co., Central City, and a director of the Grain Dealers National Ass'n, was called to his reward on April 21.

He was born in Rochester, N. Y., May 13, 1860, and at the age of 27 came West where he managed a ranch in Wyoming for five years. In 1892 he went to Central City, Neb., where he became associated in the grain business with T. B. Hord.

The T. B. Hord Grain Co., under the guiding hands of both Mr. Hord and Mr. Bissell, became one of the leading institutions of Nebraska, and its success characterized the ability, energy and sound business ethics of both its founders. In 1895, Mr. Bissell was united in marriage to Miss Mary Smith of Cochran, Pa., and following the death of T. B. Hord, he continued the business as before, putting all of his efforts in the work and succeeding to a high degree.

The funeral services were held in Central City where his host of friends had assembled to pay him a last tribute. The remains were cremated and interred at Omaha, in accordance with the wish of Mr. Bissell.

His widow, and one sister, Miss Frances Bissell, of Windsor, Conn., survive him.



Geo. P. Bissell, Central City, Neb., Deceased.

## Daily Closing Prices.

The daily closing prices for wheat, corn, oats, rye and barley for July delivery at the following markets for the past two weeks have been as follows:

### JULY WHEAT.

	Apr. 25.	Apr. 26.	Apr. 27.	Apr. 28.	Apr. 30.	May 1.	May 2.	May 3.	May 4.	May 5.	May 7.	May 8.	May 9.
Chicago	124 1/2	124 1/2	123 1/2	122	122 1/2	120 1/2	120 1/2	119 1/2	118 3/4	117 1/2	116	117 1/2	118
Kansas City	116 1/2	116 1/2	115 3/4	114	114 1/2	112 1/2	112 1/2	111 3/4	109 3/4	108 1/2	109 1/2	109 1/2	110 1/2
St. Louis	122 1/2	121 3/4	120 3/4	119 3/4	120	118 1/2	118	116 3/4	115 1/2	113 3/4	115 1/2	115 3/4	115 3/4
Minneapolis	129 3/4	129 1/2	128	126 3/4	126 1/2	125 1/2	125 1/2	124 1/2	123 1/2	122 3/4	121 3/4	123	123 3/4
Duluth (durum)	119 5/8	120	118 3/4	117	117 1/2	115 3/4	115 1/2	115	113 3/4	111	109 7/8	110 5/8	111 3/4
Winnipeg	125 1/2	125 1/2	124 1/2	123 1/2	123 1/2	122 3/4	122 3/4	121 1/2	121	120 1/2	118 3/4	119 1/2	120 1/2
Milwaukee	124 1/2	124 1/2	123 3/4	122	122 1/2	120 1/2	120	119 1/2	118 3/4	117 1/2	115 3/4	117 1/2	117 3/4

### JULY CORN.

Chicago	83 1/4	83 1/4	81 7/8	81	82 1/8	81 3/8	81 3/8	81 1/4	81	78 5/8	77 1/2	78 5/8	79 3/4
Kansas City	81 1/2	81 1/2	80 1/2	79 1/2	80 3/8	79 3/8	79 3/8	78 3/8	78 3/8	76 3/8	74 3/4	76 1/4	77 1/2
St. Louis	84 1/2	84 1/2	82 3/4	82 1/2	83 1/2	83 1/2	83 3/8	82 3/4	82 3/4	80 3/8	79 3/8	80 3/8	81 1/2
Milwaukee	83 1/4	83 1/4	81 7/8	81	82 1/8	81 3/8	81 3/8	81 1/4	80 3/8	78 5/8	77 1/2	78 5/8	79 3/4

### JULY OATS.

Chicago	46 1/4	46 3/4	45 3/4	45 3/4	45 1/2	44 7/8	44 3/4	44 1/2	44 3/8	44	43 3/4	43 3/4	44 1/4
Kansas City	46	46	45 3/4	45	44 3/4	44 3/4	44 1/2	44 1/2	44 1/2	43 1/2	43 1/2	43 1/2	43 1/2
St. Louis	47	47 1/2	47 1/2	46 3/4	46 1/2	46 3/4	46 3/4	45 3/4	46	46	45 3/4	45 3/4	45 3/4
Minneapolis	41 1/4	41 1/4	40 3/4	40 1/2	40 1/2	40 1/2	40 1/2	40 1/2	39 3/4	39 3/4	39 1/2	39 1/2	39 3/4
Winnipeg	51 7/8	51 7/8	51 3/4	51 1/2	51 1/2	51	51 1/2	51 1/2	51 3/8	50 3/8	50 7/8	51 1/4	51 1/4
Milwaukee	46 1/4	46 3/4	45 3/4	45 1/2	45 1/2	45	44 7/8	44 3/4	44 1/2	44 1/2	43 3/4	43 3/4	44 1/4

### JULY RYE.

Chicago	88	87 3/4	86 3/4	85 3/4	84 1/2	84 1/2	84	82 1/2	80 1/2	78 1/2	78 3/4	79 1/4
Minneapolis	82 3/4	82 1/2	81 1/2	79 3/4	79 3/4	79 3/4	78 3/4	76 3/4	75 1/2	72 3/4	73 3/4	74 3/4
Duluth	84 3/4	84 3/4	82 3/4	81 3/4	82	82 1/2	81 3/4	79 3/4	77 3/4	75 3/4	75 3/4	76 3/4
Winnipeg	89 1/4	89	88 5/8	87 1/2	87 1/4	86	86 1/2	85 1/2	84 3/4	82 1/2	80 3/4	81 1/4

### JULY BARLEY.

Minneapolis	60 3/4	60 3/4	61	60 1/4	60 1/4	60	60	59 1/2	59	58	57 1/2	57 1/2
Winnipeg	61 3/4	61	60 3/4	60 1/4	60 3/4	60	60 1/4	60	60	59 1/2	58	58 3/4



## Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

### IDAHO.

Aberdeen, Ida., May 4.—Spring wheat seeding nearly over with ground in fine shape as to moisture with increased acreage over last year. Fall grain is not showing as good as could be hoped for account of dry weather last fall.—C. E. Ramsay, agt., Midland Elevators.

### ILLINOIS.

Nora, Ill., May 2.—Crops are backward. Oats is all in but is too dry for germination.—Nora Co-operative Co.

Sidell, Ill., May 1.—Oats is of small acreage but looks good. Wheat will be about 75% of what it was last year.—Sidell Farmers Elevator Co.

Mt. Olive, Ill., May 2.—Prospects are for a good wheat crop if we have normal weather conditions from now on.—F. G. Hunt, pres., Mt. Olive Mfg. Co.

Bloomington, Ill., May 2.—Wheat is of thin stand and unless we have plenty of moisture soon, many fields will be plowed up.—Funk Bros. Seed Co.

Momence, Ill., May 2.—Wheat is not over 70% of average. Dry weather caused further damage. Some fields are plowed up. Oats looks fair.—Hess Bros.

Oakland, Ill., May 3.—It will take lots of rain to make more than 75% of a wheat crop. Oats looks good but is late. Some corn is planted and ground is in fine condition.—H. H. Wright, mgr. Ashmore Farmers Co-op. Ass'n.

Opheim, Ill., April 23.—Winter grains and grasses very backward. Most of the old clover is being plowed up. Almost every farmer is complaining of the heavy loss of pigs. We will have but 60% as much corn to grind this year as last.—Opheim Grain Co.

Mount Joy (Atlanta p. o.), Ill., May 3.—Corn planting has started. Acreage is small on account of large wheat acreage. Wheat looks fair on low ground, but high ground is bare in spots. Oats is late and needs rain.—R. E. Thompson, mgr., Eminence Grain & Coal Co.

Mulberry Grove, Ill., May 4.—Wheat is badly winter killed, not over 65% of a crop. Oats is two-thirds of usual acreage and condition indicates 65% of a crop. Very little rye sown, condition 75%. Corn planting begun—very little planted.—Thos. J. Ruick.

Springfield, Ill., May 2.—The week was moderately warm, with little or no rain except in the extreme south. All grains and grasses need rain in the northern and central divisions, especially in the northern. Plowing for corn has been general; there has been much planting in the central counties and some in the south. Condition of winter wheat varies, but it needs rain badly in the north third of the state. Very little spring wheat has been sown. Oats are mostly in and are coming up nicely in the principal producing areas.—Clarence J. Root, meteorologist.

Springfield, Ill., April 27.—Farm work has made favorable progress during the past two weeks except in the extreme north where it has just recently begun and in the extreme south where heavy rain has been a hindrance. Moderate rains over most of the state have been beneficial to winter wheat and pastures, but warmer weather and more rain are needed. Plowing for corn has made good progress and a few reports indicate seeding commenced in southern sections. A moderate increase in acreage for this year is indicated by early reports. An unfavorable spring for some other crops and the favorable price for corn are important factors in the increase. Winter wheat has been benefited by rains and more moderate weather. Many fields are looking good in the heavy wheat section, but in general over the state growth is short with respect to normal, and many spotted areas show up especially on high ground and in late seeding. More rain and warmer weather are needed. Oats seeding is nearly completed with the exception of some

northern sections. Oats are coming up in some central and southern sections and show a fair stand.—A. J. Surratt, agricultural statistician.

### INDIANA.

Carmel, Ind., May 3.—We are in need of a good rain.—R. J. Follett

Attica, Ind., May 2.—Wheat condition is not very good. Oats is looking much better and farmers are getting ready to plant corn, which should go into the ground within the next two weeks if weather stays like it is now.—Nixon & Van Deventer.

Auburn, Ind., May 2.—Oats seeding has been done under favorable conditions and we should have a good crop. Wheat needs rain and crop will be below average. Most of corn ground is plowed and many are ready to plant as soon as it rains and gets warmer.—J. Provines, mgr., Kraus & Apfelbaum.

Rushville, Ind., May 6.—Soil condition is very dry and a good rain is needed. Wheat is not of the best and is suffering lack of moisture. Corn plowing is progressing rapidly and is about 85% completed. No corn has been planted as yet to our knowledge.—T. H. Reed & Son.

Crawfordsville, Ind., May 4.—New wheat crop looks good and is making rapid growth. Very little damage. Oats practically all up, looking good. Need rain. Plowing for corn is 90% finished. Ground is in fine shape. Planting has begun.—Crabbs Reynolds Taylor Co., per H. L. Gray.

Goshen, Ind., May 1.—We need rain at present. The season is the latest we have had for many years. Our need for rain is local as nearly as we can learn, for there was a fine rain 20 miles south of us. Even with best of weather we believe the crop will be short. The northwest part of the state produces fine wheat and farmers plant more of it than anything else, altho some corn, oats and rye is grown also.—The Goshen Milling Co.

Indianapolis, Ind., May 4.—Conditions for the past two weeks have been favorable for spring farm work. Temperatures averaged about normal and sufficient precipitation occurred to keep the soil in good workable shape. Plowing for corn is fast nearing completion. Winter wheat and rye growth has started. Some fields look very ragged and others look fairly good. The best general condition is in the southern part of the state and the poorest in the northern. Oats and barley seeding has been completed. The stand generally is very good, but acreage is smaller than usual. Considerable clover damaged by winter killing. Timothy fields are fair to good.—G. C. Bryant, agricultural statistician.

### IOWA.

Alleman, Ia., April 27.—Seeding is all done.—J. R. Johnson, Farmers Elevator Co.

Adair, Ia., April 27.—The season is two to three weeks late and nearly all the plowing for corn is yet to be done.—Wm. Wheeler.

Hale, Ia., May 2.—Farm work is well along. Need rain for meadows and pastures. Weather is cool and dry.—Henry Kruser.

Malcolm, Ia., May 1.—Oat seeding is backward, altho 90% completed at this time. Lots of spring plowing to be done. At the best, with favorable weather, corn planting will be two to three weeks late.—H. B. Booknau, mgr., Farmers Elevator Co.

### KANSAS.

Lincoln, Kan., May 4.—Wheat looks fine here.—W. T. Stearns.

Alamota, Kan., May 4.—Wheat is a failure.—T. J. V.

Abilene, Kan., May 3.—Crop prospects in this vicinity are excellent with no abandonment of acreage.—Mid-West Milling Co.

Brownell, Kan., May 1.—Very little wheat will be raised this year. We have plenty of rain at present.—Fred Kranz, Ryan Grain Co.

Uniontown, Kan., April 23.—Wheat is looking fine. Corn is scarce and high.—Uniontown Grain Co.

Plainville, Kan., April 23.—Prospects for a crop are very slim at present.—Farmers Shipping Ass'n.

Mankato, Kan., May 2.—The growing wheat crop in the north half of Jewell County is in poor condition and is very little if any better than last year at this time.—G. Roberts, mgr., Jewell County Co-op. Ass'n.

Aulne, Kan., May 2.—We have had a good prospect for a wheat crop all winter, but something has commenced to kill it. Some say it is

the rain and cool weather.—T. M. Stinchcomb, agt., Stevens-Scott Grain Co.

Wellington, Kan., May 2.—Summer County wheat is in good condition. Green bug will probably get the remaining oats.—J. J. Inskeep, elevator agent.

Barnard, Kan., May 3.—Excellent crop prospect in this territory. Little corn planted on account of wet weather and oats looks promising at this time.—H. M. Jones, mgr., Jackman Elevator.

Gaylord, Kan., May 1.—Had a general rain in Kansas too late for the wheat in the western third of the state. Wheat is all gone there: balance of state is in good condition.—J. W. Dannenberg, Dannenberg Grain & Supply Co.

Ackerland, Kan., May 5.—Wheat is about 70% of usual growth and looks like 60% of a crop. Oats almost entire failure due to heavy freeze in March. Corn acreage will be increased almost 50% due to loss of oats crop and small acreage of wheat.—T. H. Hill.

### KENTUCKY.

Camp Nelson, Ky., May 2.—Crops look fairly good.—H. C. Glass & Son.

### MINNESOTA.

Roon (Warren p. o.), Minn., May 5.—Past week has been favorable for seeding. More than half the wheat is sowed.—W. L. Officer.

Wells, Minn., May 2.—Small grain is all planted. First seeding is just coming and soil is in good condition. Farmers are preparing for beet and corn planting.—J. C. Byrnes.

Priam (Raymond p. o.), Minn., May 5.—Seeding is done in this locality except flax. Corn planting is started. Very little wheat seeded, mostly oats and barley. Last crop was fairly good.—C. J. Birkeland.

Minneapolis, Minn., May 2.—Conditions have been favorable for farm work. Showers are reported from southern districts and snow flurries in the northern parts. The weather has been cool and freezing temperatures are reported from North Dakota and Montana. Our reports indicate that seeding of wheat and coarse grain is completed in the southern half of Minnesota and South Dakota. Early sown fields are now showing green. Some farmers are plowing for corn. In the northern districts in South Dakota reports vary. Some sections advise 90% of wheat seeding completed, others only 25 to 30%. This condition is brought about by excess moisture in some localities, which keeps the farmers out of the fields. In the Red River Valley seeding has started on last year's corn ground. The soil is drying out rapidly, but it is still sticky in spots. With fair weather, field work will be general the latter part of this week. Conditions have been favorable south of the main line of the Northern Pacific in North Dakota and considerable grain has been sown. Seeding has also progressed to a fair degree in sections on the Killdeer Line and in the western part of the state. In the northern territory some reports indicate that work has been retarded by local rains, and very little seeding has been done. Others advise that possibly 10 to 15% has been completed. No estimate can be made at this time as to just what has been accomplished. In Eastern Montana seeding is well under way, and in the south central districts 60 to 75% of the wheat is in the ground. We have reports that the territory between Great Falls and Havre is in urgent need of moisture. Fall wheat in the Judith Basin came through the winter in excellent condition, and we have good reports from practically all stations in this area. In eastern North Dakota winter rye is very spotted and some fields now show the effect of winter killing. The crop in central North Dakota is in fair to good condition. Some of our correspondents report a decrease in durum acreage with a corresponding increase in the acreage sown to bread wheat. An increase in flax and corn acreage is indicated, but the extent of this increase cannot at present be estimated since it will depend largely on weather conditions during the next two weeks.—The Van Dusen Harrington Co.

### MISSOURI.

Clinton, Mo., May 4.—Season is very late. Oats crop will not be 40% of normal. Big acreage will go to corn. Wheat looks good, but is only 50% of normal acreage.—W. H. Hurley Grain Co.

### MONTANA.

Broadview, Mont., May 4.—Winter wheat is improving but expect 40% less than last year. There will be 20% more spring wheat.—D. W. Hunter.



Beaverton, Mont., May 3.—There is a 20% increase in acreage of farm crops. Wheat acreage is same as last year, but there is more corn, oats, barley and flax. Growing sugar beets will be tried out this year on irrigated lands.—C. C. Putz.

## NORTH DAKOTA.

Medina, N. D., May 4.—Seeding is two-thirds done here. Rye is good and considerable flax will be seeded this spring.—Gus Opp, mgr., Powers Elevator Co.

Mapleton, N. D., May 3.—Most of wheat is seeded, also some oats. Wheat acreage is somewhat smaller than last year.—M. Arneson, agt., Andrews Grain Co.

## OHIO.

Huntsville, O., May 2.—Wheat crop here a failure. Most of acreage is going to oats.—I. C. Miller & Co.

## OKLAHOMA.

Erick, Okla., May 2.—Wheat looks fine. Acreage is small but promises good yield.—G. E. Harris.

Binger, Okla., May 2.—We have had plenty of rain and crops look exceptionally good.—Chas. Wilson.

Bartlesville, Okla., May 5.—A very backward spring froze all our oats out. There will be no oats and wheat is very thin. We have a large acreage of corn planted and a good stand showing.—J. L. Lotz.

Breckenridge, Okla., April 25.—Growing wheat is about 90%. Oats is nearly all frozen out with only about 10% reseeded. Some green bugs in nearly every field. The damage depends upon weather conditions during the next few weeks.—Geo. McFarland.

## OREGON.

Enterprise, Ore., April 23.—Much of last fall's seeding was destroyed by grass hoppers. Some was re-seeded with spring grain. Wheat crop is not looking very promising at this time as the stand is very uneven and spotted.—Woolgrowers Warehouse Co.

## SOUTH DAKOTA.

Hecla, S. D., April 28.—Wheat seeding is very late this year and the acreage will be cut fully 40% on that account. This will make a large acreage of barley and corn.—Chas. W. Estee, mgr., Hecla Co-op. Elevator Co.

Wessington Springs, S. D., April 23.—Seeding is practically finished here. Fine rain today. Crop prospect is fine, with ground in excellent condition. Wheat put in early is just coming up.—L. S. Orr, mgr., Farmers Elevator Co.

## TENNESSEE.

Beans Creek, Tenn., May 3.—Outlook for wheat and oats is not very flattering.—J. C. Breeder.

## TEXAS.

Lubbock, Tex., May 4.—Grain acreage is double that of last year.—Patterson Grain Co.

Bomarton, Tex., May 3.—Wheat prospects are good but acreage is reduced.—Bomarton Grain & Elevator Co.

Baird, Tex., May 4.—Prospects are best in years. Some wheat looks good for 40 bus. per acre. Oats crop is large.—McGowen Bros.

Plano, Tex., Apr. 28.—Crop conditions are good. Decreased acreage of wheat, corn and oats about 30%. Cotton acreage increased 30%. Stark Grain & Elevator Co.

McGregor, Tex., Apr. 27.—Oat and wheat acreage is about 85% of normal, with condition at 120%. Need dry weather to prevent rust.—E. W. Cranch, mgr., McGregor Mlg. & Grain Co.

Henrietta, Tex., May 2.—The hail storm, not tornado, was not as bad as it was reported. Grain dealers got off very lightly.—W. J. Mangum.

Lubbock, Tex., Apr. 23.—A bumper crop is being put in. Thousands and thousands of acres make prospects look brighter than ever before.—H. A. Davidson.

Lubbock, Tex., April 28.—Have had fine rains and there will be a big acreage of maize, kafir, cane, sudan and cotton. Wheat and oats look fine.—Lubbock Grain & Coal Co.

Fort Worth, Tex., May 5.—Booker, Perryton and Spearman counties have been helped a great deal by recent rains and will raise more wheat than expected from larger acreage than any previous year; also larger acreage of barley than ever before. Season is good and still getting an occasional rain.—Transit Grain & Commission Co.

Fort Worth, Tex., April 28.—Our Mr. Potishman on his trip thru the Texas Panhandle ad-

vises: Around Rotan, Post and Lubbock prospects look very promising but they have increased the acreage in cotton at the expense of grain. There will also be a large acreage of milo and kafir but very little wheat. Plainview, Lorenzo, Ralls, Crosbyton, Abernathy, Hale Center and Aiken indicate that prospects there are splendid and that the wheat acreage has been increased about 25% over last year and that the stand could not be better at this time of the year. Kress, Tulia and Canyon will have a little more wheat than last year, with a big acreage of oats, barley, milo and kafir. At Hereford there will not be much winter wheat but a large acreage of spring wheat; also oats, milo and barley. Same conditions true of Friona. At Clovis, Wildorado and Vega the wheat is not so good as in the Plainview section, but they think they will produce about the same as last year, with a big increase in acreage in milo, kafir and oats.—Transit Grain & Commission Co.

Chicago, Ill., May 1.—Fine rains have fallen in the Panhandle section of Texas during the past two weeks, ranging from one to three inches. Farmers are making good progress preparing grain and row crops. Wheat and oats show fair growth. No change in the estimate of acreage at present. May be some variation later when seeding of row crops begin. In the west central, northern and northwest sections conditions were further improved by recent general rains which were slow and steady and sank into the ground, greatly benefiting growing crops. Some report of green bug in a few of the wheat fields in Wichita, Young and Parker counties, but no damage is reported. Outlook is good for a large corn crop. In the eastern, central and north central districts good general rains were felt and ground is in excellent condition for planting and cultivation. Wheat and oats are progressing satisfactorily. Corn is practically all planted and coming up nicely. In the southwestern section the planting of corn is completed and plant is up to a good stand. Oats crop has been greatly benefited by recent rains and prospects are for an unusually good yield. Milo maize and stock feed crops are up and looking well. In south Texas continued rains the past two weeks have resulted in considerable damage to planted crops and further delay to unplanted crops, indicating that all crops will be about a month later than usual. Besides damage by overflowing streams, the coast country has been very thoroly drenched so that farmers cannot work fields. In many cases replanting of entire fields of corn and cotton is necessary. Upland crops not much affected except in some cases washed away and replanting necessary.—S. H. Johnson, v.-p., C. R. I. & P. R. R.

## WASHINGTON.

Spokane, Wash., May 4.—Crop conditions are very favorable for this time of the year.—Balfour Hyde Grain Co.

Rockford, Wash., April 23.—Winter wheat prospects are best in years. Acreage is increased. Spring wheat acreage is small, but prospects are favorable.—Dennis Sullivan, Washington Wheat Growers and Northern Grain & Warehouse Co.

## WISCONSIN.

Barton, Wis., May 2.—Spring seeding is about thru. Quite a bit of spring wheat put in. Have had no rain since the severe snow storms two months ago. Winter grain and hay lands suffer badly from the dry spell, and neither grass nor grains make any sign of growing. Some winter crops are being worked over.—Gadow Milling Co.

## WYOMING.

Burns, Wyo., May 4.—Very little winter wheat came thru the winter in our territory. Spring wheat acreage reduced.—C. O. Lyon, Farmers Elevator & Milling Co.

NO ELEVATOR owner or operator can rest easy during dry spells such as we had last Fall with an old shingle roof, with all the shingles curled up to catch every locomotive spark traveling that end of the county. If you want relief from worry, cover your elevator with non-combustible material and let the fire insurance companies help you pay for the improvement by giving you a reduced rate on your insurance.

Washington, D. C., May 5.—Winter wheat is still backward but has made considerable improvement during the last two weeks in the country as a whole. Considerable has been winter killed in the central valleys. There will be much abandonment of acreage in some states west of the Mississippi River. Drought has been broken in most dry areas and rains in many sections have improved conditions. Rye has also suffered winter killing but is on the whole in good condition and has made excellent growth of late. Seeding of spring grains has continued and weather conditions have been favorable for seeding, and, in southern areas, for the growth of the plant. Seeding is nearly completed, except in northern areas. There has been a large abandonment of acreage in the Southwest due to freezing of the young plant. Prospects for the crop now seem excellent. Seeding of barley is well under way with conditions generally favorable. Corn planting has made rapid progress of late in the southerly areas and preparation of the ground has been pushed. Crop is ready for cultivation in the extreme South.—U. S. Dept. of Agriculture.

## Government Crop Report.

Washington, D. C., May 8.—The crop reporting board of the bureau of agricultural economics of the U. S. Dept. of Agriculture makes the following estimates from reports of its correspondents and agents:

A production of 578,287,000 bus. winter wheat is estimated as of May 1; compared with 586,204,000 bus. harvested last year. The condition of the plant is placed at 80.1; compared with 83.5 last May and 87.5 for the ten-year average. Yield per acre is 14.5 bus. The area abandoned is estimated at 6,629,000 acres, which leaves 39,750,000 acres to be harvested. The estimated winter wheat production for last May was for 644,549,000 bus., with a yield of 15.3 bus. to the acre.

The winter rye crop is estimated at 74,510,000 bus.; compared with 95,497,000 bus. harvested a year ago. Condition of rye is estimated at 85.1; compared with 91.7 last May and 90.6 for the ten-year average.

Spring field work showed good progress. As of May 1 spring plowing was 68.9% completed; against 63.5 last May and 71.1 for the ten-year average. Spring planting is estimated at 55.4% completed, compared with 53.6% last year, and 58.3% for the ten-year average.

Details of winter wheat states follow:

State.	Acreage, 1923.	Per Acres re-Condition cent maining May 1.	Condition to be 1922, 1923.	Forecast 1923 production	
				1922. (Dec. est.)	May 1, 1923. (con- est.)
	doned, harvested.		Pct. Pct.	*Bus.	*Bus.
New York	3.2	415,000	86	84	8,678
N. J.	3.0	73,000	91	84	1,540
Pa.	2.5	1,303,000	93	81	25,234
Delaware	3.0	102,000	88	89	1,766
Md.	3.2	537,000	88	83	9,537
Virginia	2.5	838,000	91	86	10,375
W. Va.	3.5	234,000	90	79	2,760
N. Car.	2.0	603,000	92	88	5,508
S. Car.	2.0	175,000	66	83	1,320
Georgia	5.0	208,000	75	82	1,520
Ohio	12.5	2,291,000	89	69	35,224
Indiana	6.0	2,088,000	89	78	29,754
Illinois	5.5	3,224,000	89	81	53,025
Mich.	4.5	968,000	84	80	14,196
Wis.	4.0	90,000	84	85	1,767
Minn.	15.0	86,000	82	78	1,691
Iowa	5.0	734,000	95	88	15,847
Missouri	1.8	3,076,000	87	87	38,750
S. Dak.	40.0	49,000	93	76	1,824
Nebr.	25.0	2,645,000	82	67	57,159
Kansas	28.0	8,844,000	74	77	122,737
Ky.	3.5	620,000	95	86	7,475
Tenn.	2.5	442,000	93	88	4,484
Alabama	7.0	21,000	85	82	218
Miss.	8.0	4,000	87	84	60
Texas	8.0	1,559,000	71	85	9,992
Okla.	9.0	3,397,000	75	83	31,350
Arkansas	4.0	82,000	88	86	1,118
Montana	18.0	367,000	85	78	6,369
Wyo.	17.0	24,000	90	81	646
Colo.	33.0	1,057,000	80	65	16,406
N. Mex.	50.0	33,000	50	63	225
Arizona	8.0	42,000	92	95	1,274
Utah	2.5	139,000	93	90	2,226
Nevada	2.0	3,000	90	95	59
Idaho	4.0	393,000	88	92	8,658
Wash.	5.0	1,383,000	85	88	23,244
Oregon	3.0	853,000	91	95	16,880
Calif.	8.0	748,000	90	88	15,308

U. S. .... 14.3 39,750,000 83.5 80.1 586,204 578,287  
\*Thousands (000) omitted.

On the basis of later and fuller information, the Crop Reporting Board has increased the estimate of acreage of winter wheat planted in the autumn of 1922 by 102,000 acres for Ohio and 208,000 for Nebraska, a total increase of 310,000 acres for the United States.



## The Katy Elevator at Kansas City

Kansas City has so many trunk lines of railroads radiating in different directions, that it has long been a most advantageous point for the accumulation and orderly distribution of the surplus crops of the great Southwest. The number of improvements made recently in the grain handling facilities of that market and other contemplated improvements, show that the enterprising grain merchants of the Southwest have confidence in the continued growth and development of that market.

The M. K. & T. Railroad is the builder of the latest new fire-proof grain elevator in the Kansas City market and the million bushel elevator located in the M. K. & T. yards at Rosedale, Kan., will be known as the Katy Elevator.

It is built of reinforced concrete, and will be operated by the Uhlmann Grain Co., of which Fred Uhlmann in charge of the Chicago office, is President, and Richard Uhlmann, Secretary-Treasurer. Paul Uhlmann will be in charge of the Kansas City office. The new elevator was designed and built by James Stewart & Co. to expedite the handling and improving of grain to suit the particular needs of the Uhlmann Grain Co. The plant is advantageously located in that it has long switches and is accessible to all roads entering the city.

The plant consists of a working house, adjoined by a track shed on the receiving side and a wide canopy over the loading tracks on the opposite side with a drier house between working house and track shed, and a dust house between the working house and the storage bins. Space has been provided for a boiler house which will be built when drier is installed.

**THE TRACK SHED** extending over the two receiving pits is 37 ft. 5 in. by 75 ft. 6 ins., one story. It has a high ceiling and is well lighted. The interlocking valves and levers, the iron grating over pits, the signal lights and bells. Two double sets of grain shovels, each operated by a  $7\frac{1}{2}$  h. p. motor connected to drive shafts by silent chain drives are conveniently arranged in the shed. Between the 36 in. rubber receiving belt and under the tracks is an improved car puller operated by a 50 h. p. G. E. slipring dust-proof motor equipped with varying speed drum type controller carrying grain from the pits to the boot of receiving legs in house and operated by a 10 h. p. motor.

**THE WORK HOUSE** is 36x52 and 181 feet 4 ins. high. It contains twenty-four bins. Seven of these square bins are 9x9 ft. 101 ft. deep. Eight bins are cut in two horizontally by a cleaner story which has a 16 ft. 6 in. ceiling. This arrangement gives eight bins 44 ft. 6 in. deep above the cleaner story, and eight 40 ft. deep below the cleaner story. A small screenings bin between the legs is also provided. The shallow bins above the cleaner story are so arranged that grain from any one can be spouted direct to any cleaner or the clipper on cleaner floor, and by means of a by-pass spout running through one of the upper bins, grain can be by-passed through cleaner story to any one of the eight bins immediately below that story. This arrangement gives flexibility to the house and expedites the placing of any grain exactly where the operator wants it. Grain from each of the fifteen bins immediately above the first floor can be spouted direct to the boot of either leg.

Each of the two legs in the house is equipped with two rows of 8x8x14 inch V-shaped buckets, staggered  $9\frac{1}{2}$  on centers and running over a 72 in. head pulley at a speed of 45 R.P.M. Each leg will elevate 15,000 bu. an hour which is the capacity of the receiving belt. Edmonds take-ups are provided at each boot for taking up slack in belt.

Each of the two elevator heads in top of cupola is driven by a 100 h. p. G. E. motor through a Stewart-Falk single reduction Herringbone gear. Each leg is provided with a Gemlo back-stop so as to prevent buckets dumping their loads whenever current happens to be shut off.

Grain is spouted from elevator heads direct to a 2,200 bu. square concrete garner with saw-toothed hopper bottom and quick acting gates.

The two 2,000 bu. hopper scales immediately below the garner are of steel with hopper bottom and large opening so that grain can be diverted to any top bin of working house through two Universal distributing spouts, or to either of the two 42 in. receiving belts carrying grain to any of the fifty-three bins in the storage part of the plant.

The cleaner story of the working house contains two No. 10 Invincible Cleaners and one No. 10 Invincible Clipper. Each cleaner is operated by 15 h. p. motor and the clipper is operated by a 75 h. p. motor; all direct connected. Each cleaner and the clipper is tributary to four bins and can deliver the cleaned or clipped grain to any of four bins below. Grain from the bins above can be by-passed around cleaners to bins below cleaner story if desired.

The door-ways of the work house are all provided with steel doors; most of them being of the rolling type. No combustible material is used in the plant, so it is absolutely fire-proof.

One of the bins of the working house is used as a stair-well in which is constructed a steel stair-way with easy risers. The same well also contains Humphrey Employees Elevator so that the workmen can easily pass from first floor to bin floor.

The only machine on the first floor is a Richardson Portable Bagging Scale which can be quickly placed under any one of the bins.

A metal sweepings spout 10x6 in. passes

down the outside wall of working house and connects with a Day Dust Collector above the dust house. It has openings at each floor so that floor sweepings can be dropped into dust house. The cleaners and clipper are all connected to a large Day Dust Collector which drops the dust into the dust house.

Three loading spouts are provided so grain can be spouted direct to cars on either of the two shipping tracks or to car on receiving track nearest house. A car puller between the shipping tracks is operated by a 40 h. p. G. E. slipring motor equipped with a varying speed drum type controller.

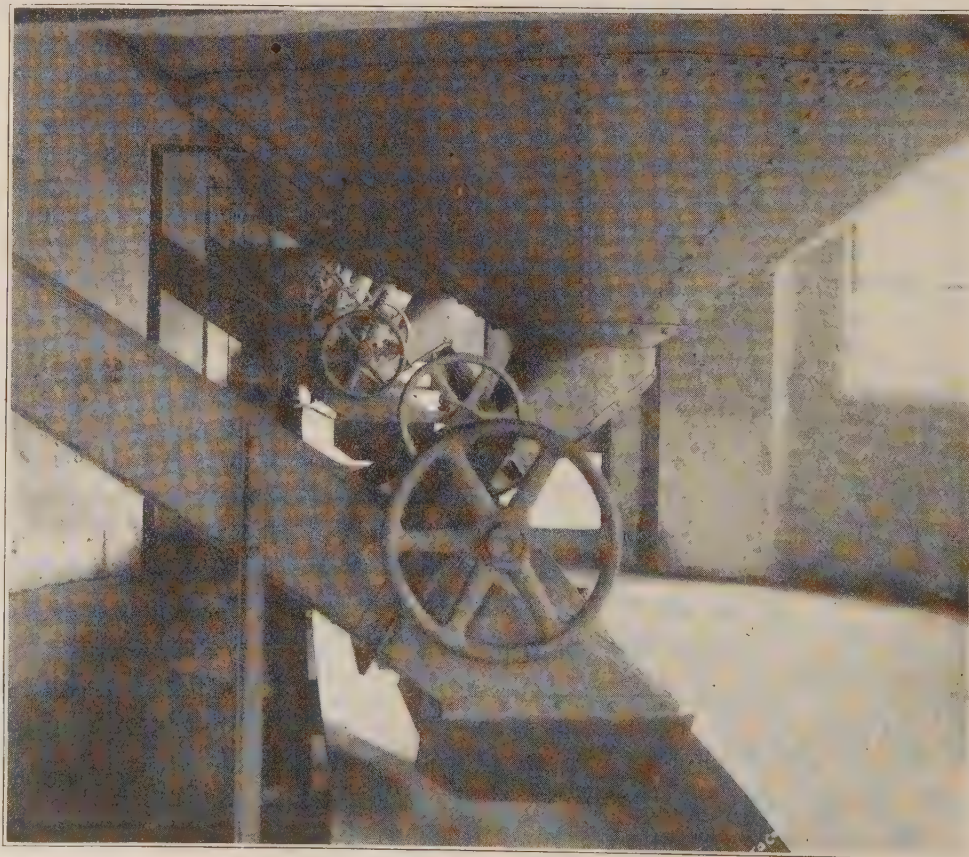
**THE DRIER HOUSE** adjoins the working house on the receiving side and is 16x36 ft. and extends up to the distributing floor. It is divided horizontally into a 4,000 bu. garner, a drier story, a cooler story and a 4,000 bu. bin below the cooler. Grain from the bottom bin can be dropped into the boot of the receiving leg.

**THE STORAGE PART** of the elevator consists of thirty-three cylindrical reinforced concrete tanks, 20 ft. by 115 ft. high, and twenty interstice bins. All walls are 7 in. thick. All bins throughout the entire building are hopped and have steel bottoms as well as improved bin valves.

Each of the two 42 in. rubber belts conveying the grain to the storage bins are operated by 40 h. p. motors, while the three 36 in. belts removing grain from the storage bins are operated by 25 h. p. motors. All conveyor belts are equipped with automatic take-ups so that each belt will be automatically adjusted to varying loads and temperatures.

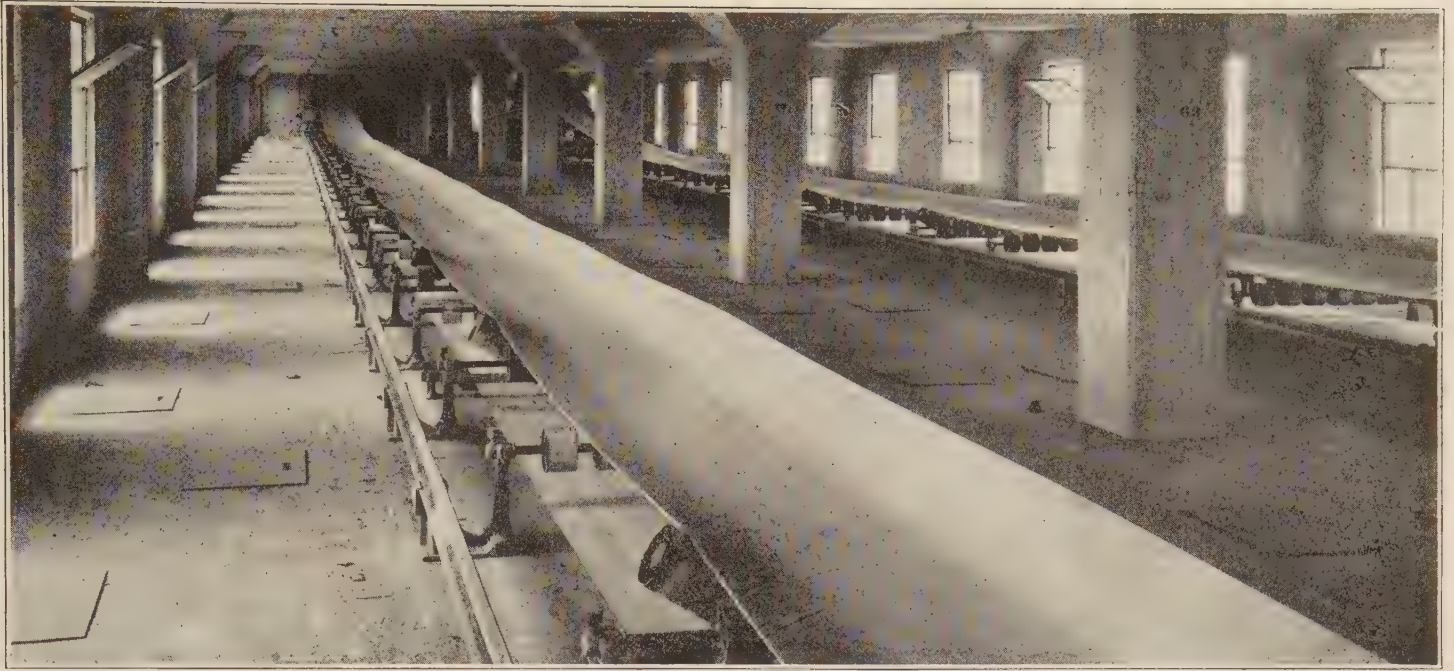
The cleaners and clipper were supplied by the Invincible Grain Cleaner Co. The back-stops by Strong-Scott Mfg. Co. The trippers on receiving belts, car pullers, grain shovels, buckets, transmission machinery, conveyor rolls, converger rolls, take-ups, bin valves, steel leg casings, and interlocking valves and levers as well as leg belt take-ups were all supplied by Weller Mfg. Co.

Power from motors to conveyor belts, car



Steel Bin Bottoms of Storage House of Katy Elevator at Kansas City.  
[See pages 607 and 608.]





Two 42-inch Rubber Belts Conveying Grain to Storage Bins of Katy Elevator at Kansas City.

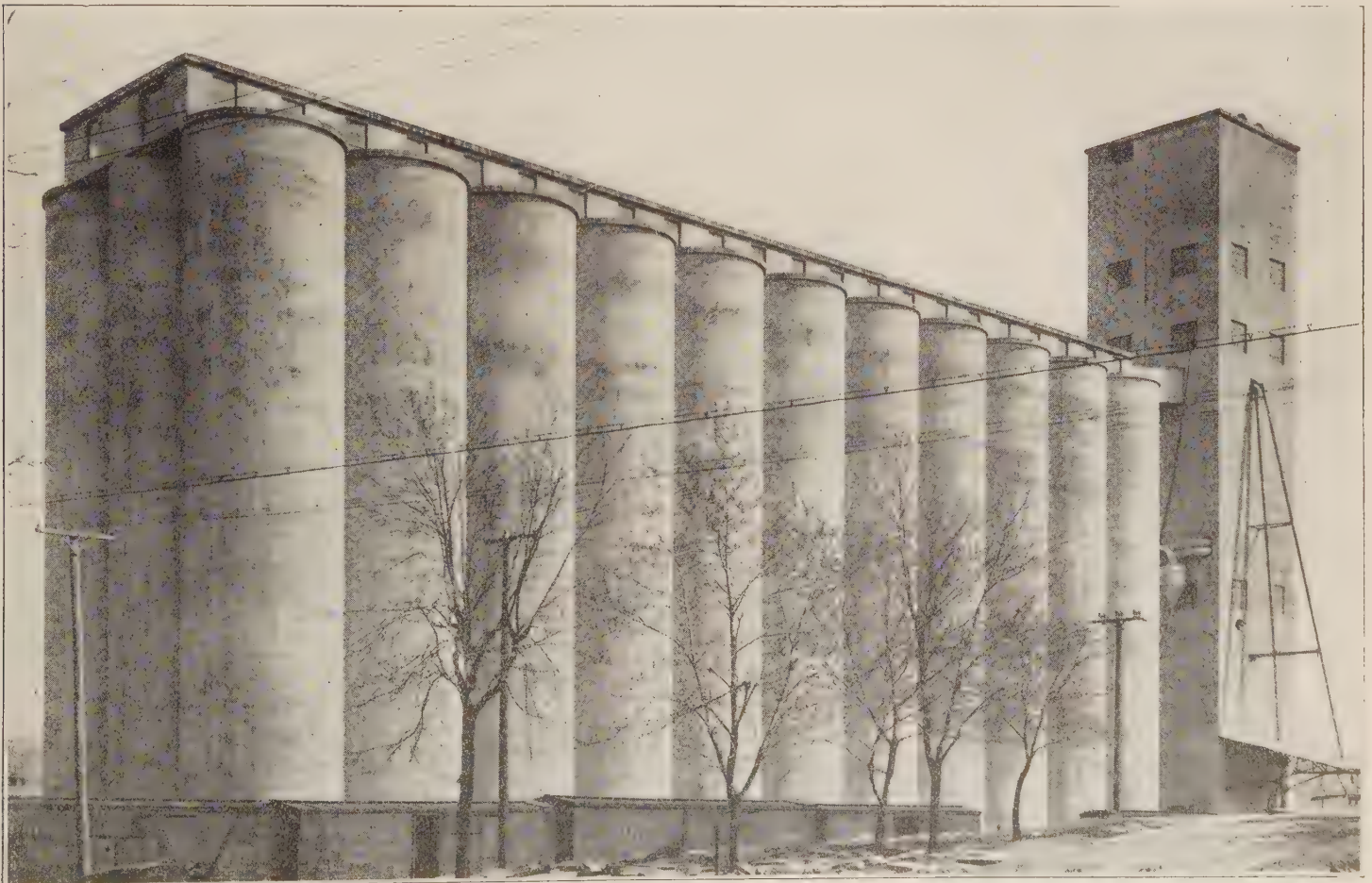
pullers and shovels is transmitted by Link Belt Silent Chain Drives supplied by the Link-Belt Co.

All motors except on the car pullers are of the squirrel cage type and dust-proof. They were supplied by the General Electric Co.

The reduction gears on legs were supplied by the Falk Co.

POLITICAL CLAPTRAP plainly inspired the attack by the Department of Justice on the Sugar Exchange, in view of the decision by the Federal Court May 9, denying the injunction requested by the Government. The Attorney-General of the United States is too good a lawyer not to have known that the Sherman anti-trust act was not violated by the sugar

buyers, as stated by the Court. So long as speculators in sugar or grain or any other commodity are acting independently, they violate no law, altho their ideas and market position may coincide. Quite likely the bureaucrats now will inform the dear public that they need more laws and federal supervisors to control the price of sugar.



Million Bushel Reinforced Concrete Elevator of the M. K. & T. R. R. at Kansas City.



### South Dakota Dealers Working for Referendum.

Elevator and grain men of South Dakota are circulating petitions for referendum upon Senate Bill No. 110, passed at the last session of the state legislature, which provides that all elevators shall be compelled to serve as public warehouses for the storage of grain, but that this grain shall not be sold until the farmers who own it consent to the sale.

The referendum is being pushed by a special organization of elevator and grain men called the South Dakota Grain Shippers Committee and includes farmers' elevator companies, independent grain shippers and line companies. B. L. Ewing, of Doland, is president of the committee and J. W. Straup, of Humboldt, is secretary.

Other members of the committee are C. J. Erickson, Howard; C. Sandvig, Canton; J. H. Shanard, Bridgewater; E. R. Arneson, Irene and L. S. Orr, Wessington Springs.

### Russia's Agricultural Situation.

Russian grain will appear in world markets next fall in great quantities. For years Russia has been consuming imported grain and this year for the first time in nearly ten years, Russian grain will play a part in determining the price of grain the world over.

Information as to the yield of grain is very conflicting, but M. Popov, head of the Central Statistical Office of the Soviet Government states that the yield of grain is of higher average than any previous year. According to his figures the crop will be 2,378,000,000 poods (one pood is 36 pounds) and of this amount 571,000,000 poods will be available for export.

Practically no surplus for export is allowed in the figures of the Russian Economist in its estimate of the crop. It places the net yield at 1,826,000,000 poods, all of which would be used for local consumption. The report on Russia, as issued by the League of Nations, gives various estimates of Russia's crop and states that the crop will be barely sufficient for Russia's own needs.

It remains, however, impossible to reach a definite conclusion as to which of the reports is correct, altho none deny that the crop of 1922-23 is an exceptionally heavy crop. Already 11,000 tons of grain have been exported from Russia, and Leonid Krassin, soviet commissar, head of the government's foreign trade department, states that from 170,000,000 to 180,000,000 bus. of grain will be available for export next fall. The first shipment of grain to Germany from Russia since the war was on March 1, when 2,700 tons of Russian rye was received at Kiel and 2,000 tons of Russian oil cake arrived recently at a Danish port to compete with American cotton-seed oil cake in Denmark's dairying industry.

The rapid recovery of Russia from its 1921 low point to its present status is attributed to the new agrarian policy of the Soviet Government and the improvement might have been greater if the famine of 1921 had not occurred. The government has abolished the requisitioning of crops, a policy which had the effect of removing from the peasant an inducement to grow more than his own needs. In its place there has been substituted a tax which restores the inducement to produce more grain. In addition, freedom of internal trading in grain has been restored and peasants can now sell products on the market or exchange them for other commodities.

The re-establishment of the agricultural industry in Russia depends largely on the supply of implements and fertilizers and to obtain these it is necessary for the government to improve its foreign trade and foreign credit. To do this, the country must export grain and other commodities. There is no doubt that the Soviet Government will do all in its power to increase the exportable surplus to as large an amount as possible in order to carry thru its plan to improve the credit and financial standing of the entire country.

### Anti-discrimination Law for Michigan Dealers.

It may cost Michigan dealers more to handle potatoes, grain or beans at one station than another, but a bill introduced by Senator Bernie L. Case and known as Act No. 80 denies them the right to pay a difference of more at one station than the cost of transportation between the stations. Inasmuch as the grade of grain and beans at one station will vary widely from the quality marketed at others, it will be difficult to make a fair comparison between the prices paid at different stations. The bill as it went to the Governor follows:

An act to prevent unlawful discrimination in the purchase of potatoes, grain or beans, and to provide a punishment for the same.  
The People of the State of Michigan enact:

Section 1. Any person, firm, co-partnership, corporation or association engaged in the business of buying potatoes, grain or beans, for the purpose of re-sale, who shall, with the intention of creating a monopoly or destroying the business of a competitor, discriminate between different sections, localities, communities or cities of this State, by purchasing such potatoes, grain or beans at a higher rate or price in one locality than is paid for potatoes, grain or beans of like grade and quality by said person, firm, co-partnership or corporation in any other locality, after making due allowance for the difference, if any, in the actual cost of transportation, shall be deemed guilty of unfair discrimination and upon conviction thereof shall be punished by a fine not exceeding five hundred dollars or by imprisonment in the county jail not to exceed six months.

### Reducing Cost of Handling Grain Through Country Elevators.

[Concluded from page 613.]

**Telephone and Telegraph expense.** We have reduced these items from an average of \$15.00 per month at each station during the war period to \$4.00 per month during the past year. Our tolls in securing the market constituted the principal items of this expense. Our original plan was for stations to phone our Kansas City office each day for the market. Then we installed a good radio set in one of our centrally located houses and this branch would give it to the surrounding stations as they needed it and wanted it. Tolls were reduced nearly one-half under this plan. But we are now working on what we think is going to be a much better and cheaper plan than any tried heretofore. We have installed at one of our small stations a crystal radio set that cost us installed only \$10.00. It is working perfectly now and if it continues to do so, we shall install them at the other plants, for they will pay for themselves every month over the telephone service for markets only.

### Put Grain Grading Equipment in Use.

An appalling lack of interest on the part of country elevator operators in the use of their apparatus for testing grain was discovered by one close observer who recently made a 900-mile auto trip thru Illinois and Indiana.

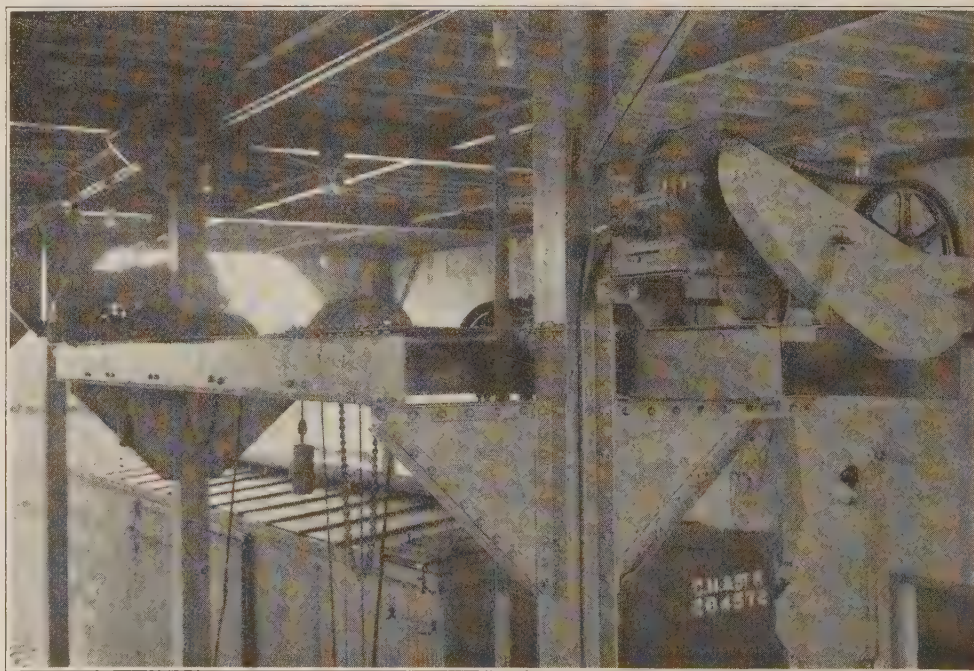
In many places the scales and moisture testers were stored away and the man in charge informed the observer that during the heavy movement of grain he had no time to use the equipment and when there was no grain moving he had no use for it.

Much of this neglect can be traced to careless use of the equipment, leading to grade determinations that do not check up with the official grading at the terminal markets. Instead of consigning the apparatus to a dusty corner of the office it is the part of wisdom to learn the reasons for the failure of the elevator operator's tests to check up with those of the official inspectors and improve his manipulation until he gets the same results, when he can speak with authority to his farmer friends.

When the farmer patrons of the elevator operator learn that he is thoroly well posted on the grading they will be more willing to accept his declaration that their loads are not good enough to command the price they had expected, and submit to having their grain discounted.

Careful testing of his shipments will give the country dealer a better knowledge of dockage and eliminate many of the bitter disappointments when terminal dockage is so much more than he has counted on.

THE SUIT on the validity of the North Dakota state grain grading law, on which argument was heard last week in the Supreme Court at Washington, is of more importance than appears on the surface. If the law is held constitutional free rein will be given to other legislative attempts to force grain merchants to do business under bureaucratic regulations that would deprive them of all profit. Depriving the farmers elevators and independent dealers of the incentive to remain in business would lead to the logical conclusion that the elevators would close and the farmers would have to scoop their grain from wagon to car and ship it to the state mill and elevator at Grand Forks. A crazy scheme, it seems, but the Minnesota voters are going to have a referendum on the state's engaging in the terminal elevator business.



The Power Shovels of the Katy Elevator at Kansas City are Driven by Motors.  
[See pages 606 and 607.]



# Missouri Grain Dealers Annual Meeting

The Missouri Grain Dealers Ass'n held its ninth annual convention April 25 and 26 at the Coates House, Kansas City, Mo., opening the first session with a light attendance.

Pres. A. H. Meinershagen, Higginsville, called the dealers to order at 2:30 p. m. and Pres. Harry J. Smith of the Board of Trade welcomed the dealers. He scored the proposed consolidation of railroads and expressed the belief that if carried out it will have a disastrous effect on the grain markets. The Grain Futures Act, recently pronounced constitutional, will be complied with fully by exchanges and if it fails it will not be because the exchanges have not done their part.

In response, Pres. Meinershagen said that the lot of the middleman has been an unhappy one, that he has been the target for abuse from both producers and consumers, and that the grain dealers of the state must be loyal to the ass'n and each other if the legislation which is being introduced to the disadvantage of the grain trade is to be defeated.

Sec'y D. L. Boyer, Mexico, read his annual report, from which we take the following:

## Secretary Boyer's Report.

The past year has developed some improvement in the general agricultural situation over this time a year ago, and practically all industrial institutions have shown a decided comeback from the worst part of the depression. Some of the industries of this country are enjoying almost a war time prosperity, which seems too good to last when you take into consideration the general world conditions. The institutions that are enjoying this prosperity are fortunately engaged in the production of commodities that are almost entirely consumed in this country.

Prosperity does not exist in the grain business and while we are in a much better position, generally speaking, than we were a year ago, it will require a more decided improvement in world conditions before we can hope for anything like prosperous times for anyone engaged in the handling of agricultural products.

Conditions exist in this country, not to say anything about the European situation, which are serious handicaps to Agriculture, and which will have to be remedied before we can hope for much agricultural relief.

According to statistics, the farm dollar will only purchase seventy cents worth of necessary commodities compared to the manufacturing dollar. It is up to the farmers and everyone connected with kindred pursuits to dig in and help overcome this condition.

The experience of the past year have done much to prove that the worst is over and to check our fears for the future. The worst is over, and we are on a much sounder business basis, which will eventually enable us to work back to healthy, normal conditions. The two years of depression prior to 1922 caused some of our terminal and interior firms to make desperate efforts to recuperate their losses thru speculation or by expensive increases in operating costs, which have resulted in bankruptcies, consolidations and retirement. This, of course, has had its effect on the Ass'n, and while we have had a fairly good year we are sorry to report that we show a net loss of 35 in membership, which reduces our general revenue.

**Arbitration:** Nothing materialized during the past year to require a meeting of our Arbitration Committee, and our Appeal Committee had one controversy to handle.

**Local Meetings:** We did not have as many local meetings last year as usual because we did not have as many requests. We will hold our local meetings in June this year and will hold meetings as our members desire. The meetings held last year were in the central, southwest and northwest sections and were very well attended.

**Heat Damaged Wheat:** The principal subject discussed at the meetings was "the attitude of the Department of Agriculture on heat damaged grain" and the wide variation that developed in percentages on the same car of grain in a movement from market to market. At the meetings each member present was asked to write his Senator and Congressmen asking their influence in getting Secretary Wallace to make an effort to correct this situation. All of our members were asked to assist in this movement. Our pleas were finally heeded by the Department and an effort was made by it to remedy

the situation. The Department prepared a large number of special samples which were exactly alike and mailed them to every Federal and State Inspection office in the wheat producing sections, with the instructions to use the sample as a basis of comparison for grading heat damaged samples. While this effort has not developed all that we had hoped for, it will at least help in lessening the danger of getting more than one grade in inter-market movements.

**Railroad Claims:** There seems to be some little misunderstanding among our members as to whether or not we maintain a loss and damage claim department, and we wish to take this opportunity of stating that we do. Just two years ago we made arrangements with Mr. Owen L. Coon, a claim attorney located in Chicago, who has a wide reputation for handling claims and who represents some five or six other state organizations, to handle our claims and he has been doing so ever since.

We have been just a little disappointed in regard to the number of claims that our members have turned over to us, and feel that they are just a little inclined to give up too easy. It has been the custom of our Missouri shippers to have the commission merchant file claims for them and while we appreciate this effort on their part to render every service possible, we feel that shippers are making a mistake in following this custom, because when a claim is rejected by the carriers the commission man is not in a position to prosecute the claim any further. We hope we will have more claims turned over to this department in the future so as to give our attorney a chance to show his ability as a result getter.

**Class Legislation:** Our National Congress and our state legislatures are still carrying on their grandstand tactics about helping the poor farmer, and the result has been that instead of working out something that would be of real assistance they have succeeded in convincing about two-thirds of the agricultural interests that they are actually entitled to special privileges such as class legislation, and have handed them so much sympathy that they have become saturated with it and are now sitting back waiting for someone else to overcome their difficulties and confining their thoughts to self-pity which is one of the surest forerunners of failure.

This condition has made a fertile field for the operations of the political and commercial agitators with the result that every once in a while we are confronted with some new promotion scheme being worked among the farmers to do away with the evil of the middleman and to establish new marketing machinery to replace the present handling system which is the result of over 50 years of experience. While scheme after scheme has been tried out and failed, with the farmer losing money he invests, we will still find the agitators bringing forth new propositions which can only result in a waste of more money for the sole benefit of the promoters.

Any proposition that cannot stand the light of publicity is bound to be a failure. The surest way to overcome becoming interested in a poor proposition is to get the opposition's viewpoint and carefully compare the statements of the promoter with those of the people who are being attacked. We feel that the greatest possible good could be accomplished if there was some way to get our agricultural interests to read the milling and grain journals, thereby getting both sides of an issue.

We had the usual number of bills affecting the grain and milling business introduced into our recent legislature with about the usual results. One of the rankest class legislation measures was introduced into this session of the legislature, as well as in all the other principal agricultural states. The bill was so apparently unconstitutional that our Exchanges would not make an effort to see it defeated.

**County Farm Bureau:** There was a bill introduced in our legislature that was the first sensible piece of agricultural legislation that has been introduced in many a day and we would like very much to know from what source it came. The bill we refer to was House Bill No. 522 and was introduced by Messrs. Steiner, Lay and Bell. The substance of the bill was as follows: The object of a county farm bureau shall be:

- To promote the development of profitable and permanent systems of agriculture.
- To assist in securing wholesome and satisfactory living conditions in the country.
- To encourage the development and successful growth of all rural social and educational institutions.
- To assist in safeguarding rural public health thru community co-operation.
- To develop better economic and business

methods and practices in farm and home life.

(f) To co-operate with all individuals, groups, institutions and organizations whose purposes are in accord with the objects set forth in this section.

(g) Provided, however, that no county farm bureau, or paid employees of such farm bureau, receiving funds under this act, shall engage in marketing or other commercial activities. Provided, further, that none of the membership dues collected by such a county farm bureau shall be used to promote commercial activities.

This is the first time in the history of our State Legislature since I have been connected with the grain business that any kind of a measure was introduced that would, in any way, curtail the commercial activities of county agents whose salaries are paid by taxpayers at large. There was, of course, a too well organized lobby of certain agricultural interests at Jefferson City to allow a measure of this character to pass, and the bill was killed in the Committee. It is our sincere hope that our future state legislatures will see an increase in the number of fair-minded representatives who realize the injustice of allowing employees of such organizations to further their personal interests by using the taxpayers' money to promote commercial activities which are in direct competition to the taxpayers' business.

**Public Warehouse Law:** One bill, with which most of you are familiar, was Senate Bill No. 265 introduced by Senators Painter and McCawley. This bill was of particular interest to interior elevators and mills because it provided that every elevator and mill in the state had to store grain for producers regardless of their storage capacity, and further provided that the State Warehouse Commissioner should fix the storage and handling charges. This bill had a rather unusual course of procedure before it finally became a law. It was, of course, introduced into the Senate and when it first came up for passage it was killed. It was then brought up for reconsideration and passed. It was then sent over to the House for consideration and was amended in the Committee and when it came up in the House for final passage it was killed. It was then brought up for reconsideration and passed by the House as amended. It was then sent back to the Senate and was passed as amended. The bill has been signed by the Governor and will become a law shortly after the first of June.

The amendments that were added do away with most of the objectionable features of the bill as they exempt all elevators which do not store grain for hire, and all mill elevators which are a part of the physical property of the mill, with a special provision for other mill elevators. There are a few of our interior elevators that



E. S. Harte, Boonville, Mo., New Pres. Missouri Grain Dealers Ass'n.



have in the past stored grain and made a charge for doing so, and if any of you wish to continue this practice you can do so by complying with the requirements of the new law.

### Secretary's Financial Report.

#### RECEIPTS.

Balance on hand Apr. 19, 1922.....	\$1,042.46
Membership fees and dues.....	2,677.50
Advertising.....	1,576.81
Miscellaneous.....	1,210.45
Total.....	\$6,537.22

#### EXPENDITURES.

Salaries.....	\$3,475.00
Traveling expense.....	716.40
Office expense.....	407.70
Printing.....	494.48

Total.....	\$5,093.58
Bal. on hand Apr. 25, 1923.....	\$1,443.64

W. W. Pollock, Mexico, announced that his figures as treasurer of the ass'n agree with those of Sec'y Boyer.

The appointment of com'tes followed and Sec'y Boyer named the following to serve:

Nomination: J. J. Culp, Warrensburg; Cecil Wayland, Carrollton, and J. S. Klingenberg, Concordia.

Resolutions: A. C. Harter, Sedalia; F. W. Eggers, Hermann; J. W. Boyd, Joplin; H. H. Green, Pattonsburg, and D. F. Price, Glasgow.

Auditing: A. J. Mann, Clinton; A. E. Klingenberg, Truesdale, and Robt. Frerking, Corder.

R. T. Willette, traffic commissioner of the Atchison Chamber of Commerce, who addressed the dealers in the place of J. H. Tedrow, Kansas City commissioner, opposed the proposed consolidation of railroads and said the I. C. C. agreed to have 19 systems in the country, of which but 7 were to be west of the Mississippi River. These 7 would replace over 200 lines now operating in that territory. He further stated that the consolidation would eliminate competition and cited cases brot to his attention. It would favor Chicago and eastern markets because railroads favor long hauls and would offer rates in accordance therewith. The plan, if unsuccessful, would lead to government ownership of the roads because the plan would scramble the affairs of the railroad companies to such an extent that the government would be the only agency capable of undoing the trouble.

The consolidation would not lower rates, increase business or govern wages and it would not prevent having strong and weak roads because even if the systems did start equally, some would rally and others would fail. He pleaded with the dealers to do all in their power to prevent the greatest transportation crime of all time.

Several dealers had written questions on paper for Mr. Willette to answer. One asked, Will the reduction on hay and grain rates be in time for this crop? Mr. Willette quoted Judge Reed of the Public Utilities Commission of Kansas, who predicted the reduction will be in time for this year's crop.

Another question was, "Will the I. C. Commission grant the carriers request to make corn and oats rates equal to the wheat rates? He predicted it would not.

"General Trade Conditions" was the subject of Allen Logan, Kansas City, in his address to the dealers.

Fred E. Watkins, pres. the Grain Dealers National Ass'n, Cleveland, addressed the assembly on "National Ass'n Activities." Parts of his address will be found on page 528 of the April 25 Grain Dealers Journal.

The venerable sec'y of the Kansas Grain Dealers Ass'n, E. J. Smiley, delivered an interesting address on Value of State Ass'ns, which appears elsewhere in this number.

After announcing that dealers would be the guests of the Kansas Board of Trade at a banquet and entertainment in the evening, Pres. Meinershagen adjourned the meeting until Thursday afternoon at 2 p. m.

### The Banquet.

The Kansas City Board of Trade outdid itself in its effort to entertain the convention.

The ladies were tendered an afternoon tea, followed by a banquet served to all present at the convention. A snappy jazz orchestra furnished music for those who wished to dance.

Three young ladies, one a violinist, one a soprano-accompanist, and one a dialect artist, furnished the balance of the program. They were ably assisted by F. W. (Dave) Davidson of the Norris Grain Co. Mr. Davidson used a banjo to accompany his recitations and was heartily encored.

William Murphy presided as toastmaster. He introduced Sec'y E. D. Bigelow of the Board of Trade, Sec'y Boyer of the ass'n, F. E. Watkins, pres. of the Grain Dealers National Ass'n, and A. H. Meinershagen, pres. of the Ass'n. Harry J. Smith, pres. of the Board of Trade, urged the dealers to visit Kansas City again.

### Thursday Morning.

The shippers visited the Board of Trade and the Federal Inspection offices from 10:00 a. m. to 1 p. m. Courtesy was shown to all, and all questions regarding the grain handling facilities of the Board were made clear. At the Federal inspection offices actual tests of grain were made for the benefit of dealers present.

### Thursday Afternoon Session.

The afternoon session on Thursday was called to order at 2:15 p. m. and Pres. Meinershagen introduced Geo. A. Wells, Des Moines, Ia., who spoke on Railroad Elevator Site Leases. He said that he worked for 12 years on the elevator site rental problem in Iowa and it was 7 years before the dealers awoke to take action. A bill was drawn up and enacted into law to govern the settlement of rental disputes.

Before this the Interstate Commerce Commission made investigations on leases and held hearings in all parts of the country. The investigation developed the fact that terminal grain corporations received elevators at a nominal rental from railroads and in some instances free, so the I. C. C. ordered carriers to charge rentals for all property without discrimination.

The railroads then fixed a charge of \$5 per parcel and the average elevator occupied several parcels so the rental usually was \$12 to \$15 per year. Under the new law enacted by the legislature the Railroad Commission of Iowa fixed the rentals for elevator sites at 6 per cent of a fair valuation and that is the way the dealers in Iowa are now charged. Kansas has passed a similar law and Illinois is now working on one. Missouri should have such a law to protect you elevator owners.

Robt. Frerking, Corder: In our contract of lease the railroad refuses to allow claims for damages. They ran a car thru our engine house and caused \$166 expense. Are they liable?

Mr. Wells: No, you have no recourse under the lease you signed.

Mr. Frerking: I filed claim for it and refused to pay any rental. They have made no effort to collect the rental since, altho they got after me hard when I refused to pay an increase from \$12 to \$35 per year, some time ago.

Mr. Wells: They may, some day, order you off the ground, but if I were you I would continue to refuse to pay as long as I could and safely hold my job. (Laughter).

W. H. Horstmann, Alma: I am charged a rental of \$12 per year for a piece of property 10x10 ft. Is that too much?

Mr. Wells: I cannot tell without knowing more of the details.

Mr. Horstmann: I think it is too much and will take the matter up with the Interstate Commerce Commission. (Laughter.)

Mr. Wells: The Interstate Commerce Commission has no control over such matters—the Public Service Commission does that.

Sec'y Boyer: We do not know who controls it now. The Interstate Commerce Commission referred us to the Public Service Commission and the latter referred us back to the I. C. C.

Pres. Meinershagen: An elevator burned from locomotive sparks. What about that?

Mr. Wells: Our Iowa law covers that mat-

ter by making the railroad liable for its own negligence.

Mr. Frerking: If our company damages the railroad property, say a few box cars burn with our plant, we are liable for the box cars under our lease.

Mr. H. P. Seward, Hardin: What is the limit of rental charges.

Mr. Wells: The legal rate is 6 per cent of a fair valuation, based on surrounding property.

Mr. Seward: Our site is near the business section of town and they charge us \$135 per year, based on the valuation of surrounding property.

Mr. Wells: Sometimes the rental is high, depending largely upon location.

Sec'y Boyer: We were advised to wait until the next legislature before we introduced a rental bill similar to that in Iowa and when the next assembly is called the matter will be taken up.

Mr. Frerking: Why not have all dealers refuse to sign any leases?

Sec'y Boyer: That would arouse the railroads and they can do almost anything when they want to.

Mr. Wells: Our dealers did that and it was a long fight. I would advise against it. With Iowa and Kansas rental laws as a precedent, a complaint to the carriers quoting those laws might be effective.

Harry P. Seward, Hardin, addressed the dealers on Country Costs of Handling Grain. His address appears elsewhere in this number.

Pres. Meinershagen asked if any dealers know their costs of handling grain.

A Shipper: It is very difficult to tell what it costs to handle grain in the country. We had an inspector come to our plant to find out what chop feed cost us per ton. He asked us questions on the amount of power needed, employees needed, amount ground, cost of corn, cost of everything, and all we could do was to give him our best guesses. He very carefully copied our haphazard guesses and those were the figures used in some statistics produced by some government burro. I think that costs of handling country grain is very much like the above proposition. There are two sides of the question, depending upon what the figures are needed for.

Sec'y Boyer read some interesting statistics on the handling of grain as compiled by the Agricultural College of Kansas. The figures covering 78 co-operative elevators appeared in the Journal for May 25, 1922.

The Auditing Committee found the association's books correct.

The Legislative Com'te rendered a report of its activities during the year.

The Appeal Com'te reported but one case of arbitration during the year. The following resolutions were offered by the Resolutions com'te and adopted by a unanimous vote:

### Resolutions.

#### ASK CHANGE IN GRADES OF WHEAT.

WHEREAS, the standards fixed by the Bureau of Markets applying to heat damaged wheat has been determined by tests by the Chief Grain Inspectors of Kansas and Missouri as impracticable, for the reason that it cannot be determined with any degree of accuracy of the small percentages allowed in grades 1, 2, 3 inclusive, therefore, be it

RESOLVED by the Missouri Grain Dealers Ass'n in session at Kansas City, April 25th and 26th, that we use our influence to induce the Secretary of Agriculture consent to a change in the percentages of heat damaged wheat allowed in grades 1, 2, 3, and be it further

RESOLVED, that our Secretary be instructed to send a copy of this resolution to the Secretaries of the Kansas, Texas and Oklahoma associations, and also copies to Secretary Wallace and to Dr. Taylor, Chief of the Bureau of Markets.

#### GREATER MISSOURI ASS'N.

WHEREAS, an organization has been formed which is known as the Greater Missouri Ass'n and which was organized for the purpose of selling Missouri to Missourians, and

WHEREAS, we are all in favor of this movement, therefore, be it

RESOLVED that we join with them and do our part to make this splendid movement and enterprise a success.



## HELPING TRANSPORTATION SERVICE.

WHEREAS, the carriers of this country are making an extreme effort to render sufficient service without necessary equipment, and

WHEREAS, Secretary Hoover has solicited the co-operation of all associations in helping the Department of Commerce bring about an improvement of these conditions, therefore, be it

RESOLVED, that we go on record as favoring Mr. Hoover's suggestions and that we will do our part in seeing them carried out.

## OPPOSED TO CONSOLIDATION OF RAILROADS.

WHEREAS, it has been proposed by the Interstate Commerce Commission that the carriers of the country merge certain lines together, and

WHEREAS, we feel that the railroads west of the Mississippi would be seriously handicapped if this proposed merger took place and which would result in seriously handicapping the service rendered in the Southwest by our carriers, therefore, be it

RESOLVED, that we go on record as being opposed to the proposal.

## THANKS.

WHEREAS, we have been royally and hospitably entertained during our visit to Kansas City, therefore be it

RESOLVED, that we thank the Kansas City Board of Trade and the Convention Bureau of the Kansas City Chamber of Commerce for the many courtesies extended.

## EAT MORE WHEAT.

WHEREAS, this country produces a great deal more wheat than is consumed, and

WHEREAS, the agricultural dollar will only purchase 80 cents worth of manufactured products, and

WHEREAS, bread is one of the cheapest and most valuable food commodities, and

WHEREAS, the people of the United States only ranked tenth among nations as bread consumers, and

WHEREAS, if the people of this country would consume one more slice of bread per day per person the entire surplus of wheat produced in this country would be consumed and we would not have any wheat for export, which would result in a great help to producers of this country and which would help our entire agricultural interests which is very badly needed, therefore, be it

RESOLVED, that our members use their influence with their customers and friends at home to increase the bread consumption.

Sec'y Boyer read the following nominations offered by the Nominations com'tee: E. S. Harte, Boonville, pres.; A. J. Mann, Clinton, vice-pres.; W. W. Pollock, Mexico, treas.; directors for two years, A. H. Meinershagen; A. E. Klingenberg, Truesdale; H. H. Green, Pattonsburg; W. T. Lingle, Bethany; A. G. Sullivan, Nevada.

By a unanimous rising vote, all were elected to serve.

Newly elected Pres. Harte took the chair and Pres. Meinershagen, wished him success.

Pres. Harte told the dealers that both Sec'y Boyer and he expected much assistance and co-operation during the coming year and when the membership list reaches 400, the Pres. and Sec'y would treat them all.

Adjourned *sine die*.

## Convention Notes.

From Cleveland came F. E. Watkins, pres. Grain Dealers National Ass'n.

Pencils were distributed by H. R. Sawyer of J. H. Dole & Co., Chicago.

Chicago was represented by H. R. Sawyer of J. H. Dole & Co., and Jack De Courcy of Gerstenberg & Co.

Insurance men in attendance were W. G. Richmond of the Grain Dealers National Fire Ins. Co., and L. T. Smith.

From Iowa came W. R. Martin and J. I. Haldeman, Shenandoah.

St. Joseph was represented by C. L. Scholl of A. J. Elevator Co., R. N. Boyer and C. W. Cargill.

Kansas was represented by C. W. Yount, Atchison, H. D. Harding, E. J. Smiley, sec'y Kansas Grain Dealers Ass'n, Topeka, and A. L. Scott, Pittsburg.

The registration of dealers was in charge of Mrs. H. Grissom of the Convention Buro of the Kansas City Chamber of Commerce. An attractive badge, blue and gold, with each dealer's name thereon was presented.

Supply men in attendance were E. A. Matthews, of the Richardson Scale Co., E. W. Lott, of the Carter-Mayhew Mfg. Co., J. B. Ruthrauff of the Huntley Mfg. Co., and J. C. Beck of the Robinson Mfg. Co.

St. Louis was represented by W. L. Burton and A. H. Beardsley of Picker & Beardsley Co., Guy W. Goode, L. B. Gordon, George M. Davis, John O. Elliott, Ed. Hasenwinkle, Arthur Kilz and O. J. Wooldridge.

Exhibitions included a model of the Carter Disc Separator in charge of E. W. Lott, an exhibit of Tetrafume to kill weevil in wheat, and a radio receiving set on the mezzanine floor of the Coates House from which dealers received market quotations.

Missouri dealers in attendance were: P. N. Allen, Coffeyville; C. Bolte, Slater; J. W. Boyd, Joplin; D. L. Boyer, Mexico; J. J. Culp, Warrenburg; H. Cotterell, Kenoma; F. H. Eggers, Hermann; W. C. Evans, Tecumseh; R. C. Frerking, Corder; H. H. Green, Pattonsburg; W. R. Greim, Knob Noster; F. A. Hagedorn, Forest Green; E. S. Harte, Boonville; A. C. Harter, Sedalia; O. C. Hess, Dearborn; W. H. Horstmann, Alma; J. Jackson, Blackburn; J. W. King, Windsor; J. L. Klingenberg, Concordia; A. E. Klingenberg, Truesdale; W. T. Lingle, Bethany; A. J. Mann, Clinton; C. R. May, Jamesport; L. McCaskle, Clifton Hill; J. P. McMillen, Golden City; A. H. Meinershagen, Mexico; W. W. Pollock, Mexico; S. D. Price, Glasgow; J. W. Richards, Hannibal; John Riederer, Slater; Hubert Roach, Bates City; H. P. Seward, Hardin; A. G. Sullivan, Nevada; L. L. Teare, Craig; Cecil Wayland, Carrollton; M. F. Wright, Salisbury.

FARMERS in the bottom lands of central Illinois are troubled by ducks eating corn in the fields turned over to hogs. The cold weather has caused flocks of the fowl to stay in the vicinity much longer than is usual and the farmers are threatening drastic action in spite of the game laws which protect the ducks.

## Proposed Regulations for Prevention of Dust Explosions.

In the Mar. 10 number of this Journal, page 330, was published the Regulations prepared by the Dust Explosion Hazards Com'tee of the National Fire Protection Ass'n for the prevention of dust explosions in terminal grain elevators. The Regulations were to have been presented by the Com'tee for tentative adoption by the National Fire Protection Ass'n at the annual meeting on May 9, but in deference to the wishes of the Terminal Elevator Grain Merchants Ass'n, as expressed by their President, Mr. Peck, the regulations were presented as a progress report only.

This delays action on the subject one year and consent to the delay was given upon Mr. Peck's assurance that it was the earnest desire of the grain merchants to co-operate to the very fullest extent with the present Com'tee in the work.

Gustav F. Ewe, Minneapolis, was appointed a member of the sub-committee having the work in charge to represent the Grain Merchants.

The Com'tee on Dust Control in Grain Elevators, which com'tee is not associated with the National Fire Protection Ass'n Com'tee, but is co-operating with it in some features of the work, has, thru the services of the Underwriters' Laboratories, completed a preliminary investigation of the suction method of control of floating dust in terminal elevators. The preliminary investigation indicates that it is entirely possible to design such a system as will be acceptable to the Weighmasters' Ass'n and the Terminal Elevator Grain Merchants' Ass'n.

Actual experiments will be conducted immediately and it is anticipated that the work will result in the scientific application of suction at all points in grain elevators where dust is thrown into suspension.

"WE SOLD a good many more horses during the first four months of 1923 than during the corresponding period of last year," reports J. C. Keith, Boston, Mass., who maintains one of the largest horse markets in New England. The recent report of the U. S. Dept. of Agriculture that there has been a big advance in the sales of horses thruout the United States is borne out by his statement.

AN OKLAHOMA grain dealer who had his elevator rebuilt following a tornado a year ago, writes that, "My iron-clad elevator is all right during dry weather, but as soon as it rains, and especially when wind accompanies rainfall, the water gets into my bins and makes lots of trouble." He suggests that grain dealers who contemplate building a new elevator employ the services of a contractor who has some knowledge of how to build an elevator which will turn water and hold grain; and we would suggest that it is always advantageous to do the investigating before the work of construction starts.



Missouri Grain Dealers Banquet, April 25, at Kansas City.



## Bought by a Scotsman and Sold by a Jew.

BY W. P. BUCHAN.

They say that one of the most successful businesses in America is a partnership between a Scot and a Jew, and well it may be, for it is an old saying that if you can buy from a Scotsman and sell at a profit to a Jew you are some salesman, for they are specialists in prices. The saying, however, overlooks a vital point in business—price isn't everything.

In every deal there must be two factors and generally there are three—quantity, price per unit and quality. Whether it be the quantity of the doctor's services, the acres of land, the dozens of stockings or the bushels of wheat, irrespective of the price and the quality of, the ability, land, stockings or wheat, these are the tangible factors of any deal. We should not, however, overlook the intangible factors such as service, reputation and peace of mind.

The price of grain is largely beyond the control of the elevator manager, but there is one factor entirely within his control, for it is he who must determine the weight of the grain in his elevator at the beginning of his financial year; he must know the weight of the grain that he buys; he must know the weight of the grain he ships and how much he has in his house at the final cutoff. So that the up-to-date elevator must have accurate and adequate weighing facilities in order to conduct its business properly.

Do you sell grain on your own weights? If you do, then you want accurate weights rather than an easy way of guessing the weight of the grain in the car.

Do you sell on destination weights at interior points? If you do, you want to know which points give good weights and which, either due to inadequate facilities, plain carelessness or downright dishonesty, short weight you.

Most likely you are selling to some Terminal with a real weighing department in whose weights you have every confidence. In which case you have your greatest need of an accurate scale for shipping and can not afford to use a scale which is merely a good guesser. Look at it from the outsider's point of view. Here is the year's record before you of a country elevator's shipments and the out-turn weights at the Terminal. The average shortage on clear record cars is only 73 lbs. per car for the whole year, the greatest individual shortage is 169 lbs. and the greatest overage 90 lbs. per car.

Would not such a record prove to you that the weighing facilities at both ends were accurate and adequate and being operated by good men? Do you think that manager would have much trouble collecting his short weight claims?

Would not such a record give a man a pretty high rating? Would he lose any sleep selling to interior mills or feeders on his own weights? Could he not tell to which interior points it was safe to sell on destination weights? Well, such is the year's record of a Bird Scale in Missouri, just one of the many equally as good records.

Need we paint the picture of the other side of the case of the man who is shipping to these same Terminal markets, whose weights never seem to agree with those at destination; thousands of pounds short per car; thousands of pounds over, thinking his weights are pretty good if they come within two or six hundred pounds per car?

What peace of mind will this man have when he ships to interior mills or to feeders? How dare he sell on his own weights? What can he say if there is some inexplicable shrinkage? What luck will he have collecting his claims? You know only too well the difficulties of any dealer who is working in the dark as to the weight of the grain he is shipping, who has to trust merely to guessing even though some of these guessed weights are good.

The Bird Scale is claimed to be adequate for a country elevator because first, last and all

the time it is accurate and if this feature is missing, what use is a scale? The Bird Scale is labor saving, for it cuts out many trips up and down your man lift, stairway or ladder to the cupola as it is entirely controlled from the work floor, altho weighing in the cupola. It cuts out the changing of several hundred pounds of weights when you change from the weighing of wheat to oats and vice versa. It cuts out the taking out of heavy weights from the weight box to weigh up the part draft at the end of loading every car.

The Bird Scale is said to be self-aligning, cutting out all binds and out of level conditions. It can be balanced empty every car if necessary by merely twisting the balance ball on the beam. You cannot miscount the weights in the weight box or the hanger weights on the end of the hopper scale beam because it is equipped with a full capacity type registering beam weighing whatever amount of grain the poise is set for and printing that amount. We do not guess in advance; we ascertain an established fact. There are no tallies to go wrong.

We are getting state weights in Kansas, state weights in Missouri, government weights in Canada and the weighing department of the State of Minnesota has stated more than once its high appreciation of the safeguards which there are in the BIRD scale which prevent the chief causes of inaccurate weights in country elevators.

This accuracy, this labor saving and these safeguards are all obtainable without loss of efficiency in the loading of cars, without any loss of capacity in your elevator.

## Coaxing Smiles

[Write the story of your funniest grain trade experience to the Journal and you will receive one dollar for each story published. Address The Smile Coaxer, care Grain Dealers Journal.]

### She Couldn't Understand English.

Before I enlisted with Uncle Sam in the late war, I spent 11 years in Canada, mostly in Saskatchewan with the Security Elevator Co., and for a time I was stationed at Cudworth, Sask., just south of Prince Albert. We had a number of Galician farmers who believed "There's tricks in all trades," for they certainly kept us on the watch with a new trick every few days.

The best trick that I recall was when one of them drove into the elevator onto the scales with a load of wheat. His wife, who was a rather small woman, being with him, stayed on the load, while he got off and came back of the scales to watch or probably to help me weigh his wheat. After weighing the load and while we were unloading the wheat, she got off the wagon and was right there behind the scales when we got ready to weigh the wagon again. Upon which I began to try to tell him to have his wife get back on the scales while I weighed the wagon, as she was on when I weighed the load. Both insisted they couldn't understand.

After two or three attempts on my part, while several other teams were waiting to unload, I said, "All right, she weighs about 300 lbs." Of all the commotion I ever heard one woman make she gave it by wildly waving her arms and shouting, "No, no, meester, me no weigh 300."

She understood that all right and was up on the wagon before I could say Jack Robison.—H. Smith, Minburn, Ia.

THE CONTEMPLATED visit of an official delegation from the Montreal harbor board and the grain commission of Canada to Liverpool to confer with grain importers is a step in the right direction. If the continual complaints of Canadian grain arriving below the grade specified in the official certificates can be eliminated the conference will be worth all it costs.

## Painting the Elevator.

Repainting the exterior of the grain elevator can be done profitably whenever the old paint is likely to crack, get hard and brittle and crumble off the wood. It may take three to six years to get into this condition; and the new paint should be applied while the old paint still has life to stick to the surface. If the application of the fresh paint is postponed too long both new and old coatings may peel off in big blisters, exposing the wood to the weather and leaving the building unsightly.

Rough spots can be rubbed a little with sandpaper, and all bad spots should be gone over with the paint about a week before painting the whole surface. The thick paint as it comes in the can may be used for this, after stirring; but for the final coat add, per gallon, to the prepared paint one pint of pure raw linseed oil and one-half pint of turpentine. Never use boiled oil for outside work, as it forms a dry film on the surface before the undercoating is dry.

A round brush is best. The paint should be put on by brushing the length of the grain of the wood, and then across, filling every pore and working the paint out thin. It is not sufficient that the surface be covered, the rubbing-in is essential.

The second coat can be applied 10 days after the first, and the thick paint as it is received in the can will do best for finishing. It is better to put on two thin coats than one thick coat. Do not paint on a damp surface.

When the cracks in the old paint are not the fault of the paint but of the poor quality of the lumber it will be sufficient to go over the surface with the wire brush and occasional sandpaper, avoiding dust by first dampening the wall with a wet sponge. The first coat on such a cracked surface can be of thin paint made by pouring out about two-thirds of the thin stuff on the top of the can of prepared paint and mixing with it some turpentine, about one-twelfth by measure of turpentine. To finish put on a second coat made by mixing the one-third of the can full, the thick stuff, with a full can of paint. If the paint soaks in too easily add a quart of raw linseed oil to the gallon, and after covering a square yard go over the surface again with a fresh brushful.

Galvanized iron is the most treacherous surface with which the painter has to contend, because paint cannot penetrate it. Never should a lead or zinc paint be applied on it as a priming coat. When the metal has stood the weather for a year, however, it becomes roughened and will hold paint, such as that used for exterior woodwork. Fresh galvanized iron can be surfaced for painting by brushing it with a solution of six ounces of acetate of copper to a gallon of water, and allowing it to dry.

A good time to paint cornices, flashings, spouts, eaves troughs and conductor pipes is one year after erected, giving the metal three coats, adding a quart of benzine to the gallon of prepared paint for the first coat to make it thin and allowing a week to dry.

Concrete can be painted with ordinary paint if dry and well weathered. If the concrete is new the lime can be neutralized by applying a wash of zinc sulphate, 5 to 8 ounces to the gallon of water.

A more natural effect on cement concrete is obtained by using a wash of two parts of portland cement, mixed with one part of marble dust and water to the consistency of thin paint or a thick whitewash. The wall must be well wetted before this mixture is applied and kept constantly wet a day longer to get the wash to adhere to the cement surface. A good way is to keep playing the hose on the wall while the wash is applied with ordinary whitewash brushes.

Don't paint on an extremely hot surface of old work, as it will blister.

Don't use a paint designed by the manufacturer for an interior, on the outside of a building.

Don't wait a whole year before putting on the second coat.



# Reducing Cost of Handling Grain Through Country Elevators

(From an address by Harry P. Seward before Missouri Grain Dealers Association.)

There are so many factors that enter into the cost of handling grain through a local elevator that I shall not try to do more than review these in a cursory manner. My observations will be based entirely on the experiences I have had in paying these costs in our own company. The records of the Seward Grain Co. are available for the past 40 years. Paradoxical as it may seem the cost of handling grain 40 years ago was less than it is today. So the period of operation has something to do with it, and if I should draw a curve illustrating these costs over the past 40 years, it would be one with a gradual slant upward until the period of the recent war and then very abruptly so, only to show a gradual slant downward since the termination of the war.

Let us look into the past and see in what way the period of operation has had anything to do with the cost and why the earlier periods showed lower costs.

**Our records** show that in the early 80's we had no permanent investment in an elevator, but loaded the farmers grain, which was delivered in sacks, directly into a car. Then we paid only 75 cents per day for a laborer to drag these sacks to the end of the car and empty them. Only one man was needed to the car. Since the cars were loaded in free time the actual cost of handling around a thousand bushels was less than \$2.

**Free:** We were usually furnished two or three sets of blank books to keep our records in by commission firms in the terminal markets. These commission houses would also furnish us with grain sacks if we would occasionally use one of their shipping notices to bill them a car on instead of using it for scrap paper to figure up the farmers what. They were not so everlastingly particular, either if a few hundred of them never found their way back to their warehouses. Never even mentioned it if half of them had holes and the other half had been used to clean around the threshing machines and elevators.

**Railroads Helped:** Then too, the railroads were outspoken in their loyalty to patrons who favored them with their business. They were glad to have us use their scales at the stockyards, which by the way, were about the only ones in the community, to weigh our grain. They furnished us plenty of ties for runways and driveways and any other purpose for which he had need of them. Always plenty of lumber and nails for cooping. Even the section men frequently helped us push cars up and down the track to more advantageous places for loading. Sometimes if our competitors on the other railroad in the town were getting more than their share of the business, we would take under advisement a revision of rates—they were always high enough anyway. Well—they days is gone forever.

**Shrinkage:** The greatest cost in handling in those days came from the shrinkage. Where the grain went to is yet an unsolved question. Whether the scales over which the grain was bought or the scales over which it was sold were wrong, or whether the poor railroad equipment is responsible makes no difference. The fact is our shrinkage was enormous.

**Power:** In the late 80's and early 90's we increased our cost of handling by building an elevator by making a permanent investment. Our power was furnished by a horse, but it was the cheapest power we have had. We again increased our cost and shortened our life 25 years when we replaced the horse with a gasoline engine, just large enough to handle the load—no power to spare. About 15 years ago we made another increase in our handling costs by replacing the gasoline engine with electric motors.

It may or it may not seem strange to you but in the matter of power costs every improvement we have made to facilitate the handling of grain in our houses has been more costly. It has increased the cost per bushel regardless of the volume or the other factors that enter into these costs.

**Labor costs** we find increased very gradually from 1880 to 1900. During this period we did not employ a manager, the proprietor was the owner.

Neither did we have interest to pay for we usually collected from the consignee before we settled with the farmer or seller.

No insurance to pay for we had no permanent investment. No taxes—not even a merchant's tax was thought of. No depreciation to charge off, no telephones to answer nor collect calls to OK. All in all it is not, unpleasant to think about.

Suffice it to say in this connection our costs for handling an average of 50,000 bushels dur-

ing the season, by season we should say that more than 95% of the wheat moved out to market during the months of July and August, during the period from 1880 to 1890 was about 2 cents per bushel. During the period from 1890 to 1900, handling an average of 100,000 bushels each year, the cost rose to 3½ cents per bushel. More than 75% of this cost was represented in commission and shrinkage.

**From 1900 to 1915** handling an increased volume of about 50% our increase in costs amounted to ¾ of a cent over the previous period, or a total cost of about 4 cents per bushel. This increase was traceable largely to advertising, telephone and telegraph service being used more extensively and our substituting electric power in lieu of gasoline.

During the war period, 1915 to 1920, our overhead and operating expenses increased so rapidly that we found it necessary to add additional lines to our business.

It should have been stated that prior to the period of 1915 to 1920 we only handled wheat, corn and oats. There was a period between the harvests when we were virtually closed up.

Beginning with the year 1915 we began to construct new elevators and to add additional lines to our business. We constructed warehouses adjacent to each elevator which we are using to conduct a general wholesale and retail feed and flour business. We provided corn and meal grinders, and in some cases, built warehouses for hay. This branch of the business increased to such volume that it became necessary to employ a bookkeeper at each plant and an extra warehouse man at most places. It became necessary to install an up-to-date set of books and required each manager to see that a daily report was furnished our General Office which furnished us with the following information:

Total value of all merchandise in store.  
Bank balance and money in safe.  
Outstanding accounts on the ledgers.  
Expenses for the day and the total for the month.  
Stock account in bushels, pounds and sacks.  
Report of all transactions for the day.

With every report came a stub for every scale ticket made. In our office at Kansas City we had a definite check on the operations of the various branches. At the Kansas City office an extra bookkeeping was required to check these reports verifying scale tickets, etc. All of this information was good, but expensive.

**1915 to 1920:** During this period, because of the fact we established a general wholesale and retail feed business in connection with our elevators, we are not able to say just what part of the total expenses should be chargeable to handling of grain. Every year at each station where we established a feed department; we have almost netted sufficient profits from that department to pay the expenses of the operation of the plant. At this point where we did not have this to fall back on, but had to charge all expenses to the handling of grain, our cost per bushel went to the highest figure we have experienced since we have been in business. As nearly as we could separate these items of expense our cost per bushel during the period of 1915 to 1920 was 6.2 cents. This cost per bushel would have been much more had we not had excellent yields per acre during the period and our volume of business was ½ larger than it has ever been before or since the war.

Our cost per bushel during the past two years has averaged about 4.75 cents. These expenses are itemized as follows:

## OVERHEAD EXPENSES.

Interest on investment, \$10,000 @ 8%..\$	800.00
Insurance on plant.....	115.00
Depreciation of 4%.....	400.00
Taxes .....	125.00
Salary of Manager .....	1,200.00
	<hr/>
	\$2,640.00

## OPERATING EXPENSES.

Labor .....	\$250.00
Office Expenses .....	162.80
Insurance on grain .....	65.50
Employers Liability Insurance. ....	30.20
Int. on working capital \$10,000 @ 8% .....	800.00
Commission 1½ cents on 50,000 bush. ....	750.00
Inspection and Weighing ....	221.00
Power, lights and heat.....	415.00
Shrinkage ¼ % on 125,000 bush. ....	312.50
Repairs — advertising — miscellaneous .....	293.40
	<hr/>
Total expense .....	\$5,940.40

**From 1920 to 1922 inclusive,** we have almost revolutionized our method of doing business. We have done away with many things that we

never thought could be spared. We are operating with better facilities and less labor—have a much less overhead and operating cost than we thought possible in 1918 or 1919.

**Volume:** We could have decreased the cost nearly 1 cent if the volume in this case had been 50% larger. This 4.75 cents is the average cost of handling from our large and small stations; elevators located in territory where the crop of wheat was in some cases above and in other cases below the average. Where conditions were favorable and where they were unfavorable. The total shipments of wheat from which these records are taken was near the half million mark. It was handled through seven houses with seven complete organizations or units.

So volume is a very deciding factor in determining the per bushel cost in handling grain.

Another factor is that of location. We operate and own a plant in a rather progressive city of about 5000 population, where our extra help, in fact all labor, is about twice as high as it is in some of our smaller places. The same city taxes are much higher. Our Manager is a higher priced man—must be so. Our delivery service is more expensive. The trade is more exacting. Take this particular city, our cost last year per bushel ran over 7 cents, while the much smaller town, not more than 20 miles away held its costs down to 3½ cents per bushel.

On the other hand, we have a small town house where the electric power is more than twice as much per horse power than it is in the highest of the more progressive and larger towns. So location has a very important place in your calculations to estimate the cost of handling.

**The kind of buildings** is another factor that might be considered. We have reduced our shrinkage considerably the last several years by having full sized basements under most of our houses that are deep enough to hold several cars of grain. Our loss or damage to grain in or around the plant is scarcely worth mentioning. In years gone by we have lost from 50 to 200 bushels of grain each year from leaky bins and wet basements.

**Scales:** Another factor might be mentioned, that of accurate wagons and loading scales. We have always and do yet spend more money on our scale equipment than any other part of our physical properties. When scales get a little old we replace them with new ones and let the other fellow do the repairing and sharpening of knives and plates. Poor scales, inaccurate weighing is likely to be the most important cost around an elevator.

**The present period:** Whether this 4.75 cents per bushel seems high or low to you, with your permission I am going to briefly outline our manner and methods of doing business, so that we can the better discuss the items that enter into our expenses to the end that if we are pursuing the right track to lower these costs and at the same time improve the service and continue to grow, we may know it. The percentage of owners and operators of country grain elevators that make a success of their business over a period of 25 years is so low that it behooves the dealers to work together. If there are any good things, pass them around. If there is a wreck ahead, let us know about it before we get to it.

All of our stations now are one-man concerns. Only a manager is on full time. We try to get one of the foremost citizens in the community. We want men of good reputation and pay only slight attention as to whether he has had previous experience in the business or not. We try to furnish the experience ourselves. We want men in whom the public has confidence and men who can get the business. The salary we pay him depends on the size and character of the community he is to work. Whether the competition is clean, open or above board or the other way. Some of our managers draw \$1,500.00 per year and some \$800.00, and the \$800.00 man is as good in his place as the higher priced man is in his location.

We employ extra help only for a short time during the rush of the season and occasionally help is needed for a day or so to perform a certain task, but our expense for this extra help does not amount to an average of \$1.00 per day for the year.

We have installed electric motors in all plants and have them placed right at the place where the work is to be performed thereby saving considerable expense in maintaining transmission machinery. Our outlay for repairs in the last three years has been less than one-half than in former years.

We have recently gone to considerable expense in bringing all electrical and mechanical equipment up to the requirements of the Underwriters to reduce insurance costs. We are doing the same thing to all buildings that fire and tornado insurance might be lessened.

We have placed the responsibility for the keeping of the books of the manager. We are not requiring a daily report from each branch, now but do expect books at the stations to be up-to-date each day. In the matter of supervision of accounts and contracts of various kinds we arrange for some member of our firm to visit each station at least once every two weeks. We are always in conversation on the phone at least once each day to handle matters of first importance.

[Concluded on page 608.]



# Country Elevator Accounting

## Keeping the Books on Improvements

By C. A. LOVELL

It is almost a tradition that the spring and early summer season is the time for making improvements and repairs in the elevator plant, and many grain dealers will be engaged in this pleasant pastime in the next few weeks. After these men have solved the physical problems encountered in planning the changes and carrying out the work they will find themselves faced with the task of recording the cost of the various items in their accounting systems; and sometimes the bookkeeping problems are as difficult to solve as the engineering problems involved in the actual construction.

The important fact which the dealer must keep in mind at all times is that the cost of ordinary repairs is to be considered expense; and that additions to the plant investment are only to be made when the improvement is in the nature of an enlargement, renewal or a positive alteration of existing facilities. In most cases he will have to determine from his own knowledge of the circumstances whether a given item is simply a repair chargeable to expense or an improvement to be added to the investment account.

By way of definition it might be said that an *improvement* is an addition to the plant which increases its value, and a *repair* is something that merely brings one or more parts of the plant back to their former condition of efficiency thereby restoring it to its former value. However, no hard and fast rules for making the separation can be laid down, and perhaps the principal points to be considered can best be illustrated by citing a few typical examples.

Thus, the installation of a truck dump is an improvement; the replacement of a few boards in the driveway floor is a repair. The installation of electric power, with a motor, starting compensator and the necessary wiring, is another improvement; overhauling of the gasoline engine, putting in new piston rings, new bearings and a set of fuel feed pipes, is a repair. When a wood house is sided and roofed with iron it is improved; when a wood house is painted it is repaired.

There are many items where the same clear separation cannot be made. It is plain enough that when an additional elevator leg is installed the cost represents an increase in the investment and in the value of the plant, and it should be carried to the plant account as an improvement. Also, when a few worn or broken cups of the existing leg are replaced with new ones it is easy to see that the item is in the nature of repairs and therefore an expense. However, if a new belt and a set of buckets are placed in the old leg the case becomes more complicated. Some accountants hold that the cost of the belt and buckets, together with the amount paid for the labor of installing them, should be considered as an improvement and charged against the plant. Others say this change is in fact a repair and that it should be so treated.

**Spreading Expenses Over Several Years:** A dealer in this situation may adopt a middle course if he desires to do so, charging the cost of the belt, buckets and labor against expense, spreading the amount over a series of years instead of taking it all out of the profits of the year in which the work is done. This is a fair and equitable method, since the new belt and equipment may reasonably be expected to last several years.

To spread the cost satisfactorily over this series of years it will be necessary to open a special account, giving it the heading "deferred Expense" or some similar title, and taking from this account at each annual closing period the proportionate part which is to be entered on the profit and loss account for that year. If it

is decided in the beginning that the item should be spread over two years one-half should be charged against profits the first year and the remaining one-half at the end of the second year.

**Labor:** As most of the repair work comes at the season when the employees are not busy with their regular tasks it often happens that these men are assigned to help in making the repairs. This brings up the question whether their wages should be treated as part of the cost of the work or whether they should be entered as labor costs in the ordinary manner. For all practical purposes it will be correct to enter the wages of these employees as labor costs and to add them into the general labor expense account when the changes being made in the plant are strictly in the nature of *repairs* and are themselves charged as expenses. When the changes are *improvements*, and hence placed in the plant account, the cost of the labor contributed by the employees should likewise be placed in the same plant account.

The entering of payments made for improvements and repairs is identical in all respects with other entries. When the checks are issued for the several items the amounts are credited to the bank as a matter of course. The corresponding debits are then made to the respective accounts which are to be charged. That is, those payments which are being handled as repairs go to the debit of the Expense account or accounts, and those which are improvements go to the debit of Elevator Account, Plant Account, Building Account, Machinery Account, or whatever it is that is affected.

It is well to remark in passing that good practice recommends the separation of the Expense Account and the Plant Account into each of their several phases. Thus, there should be separate expense accounts for labor, insurance, power, telephone and telegraph, etc.; and separate plant accounts for the elevator building or buildings, the coal sheds, the flour and feed warehouse, etc. These separations are not imperative, but they will be found quite helpful at all times and at closing periods they will assist the manager and the owners in determining just "where they are at."

The element of depreciation will come up forcibly when improvement and repair costs are being considered. So much has been said and written about this one accounting factor that it seems every elevator operator should be making provision in his accounting system for depreciation, but the fact remains that many are not doing it even yet and probably will never do it. They fail or refuse to understand its importance, even in the face of the fact that Depreciation is a deductible item in the preparation of their income tax reports.

The procedure for those who figure depreciation is to set aside the proper amount in a Reserve for Depreciation Account at each annual closing period. More than one such account may be carried if desired, one for the elevator building, another for machinery, still another for the coal sheds, and so continuing until all the physical property has been cared for.

Ordinary repairs are not to be charged against reserve for depreciation, because the theory of depreciation is that the amount set aside at each closing period will equal the cost of the building, machine or other item of equipment at the end of a given term of years *when reasonable repairs are made in the meantime*. It is plain that the cost of these reasonable repairs is to be considered as being outside the reserve and that it is to be handled as an expense at the time it occurs.

Improvements to existing property are, however, to be charged against reserve for de-

preciation. This is exactly the reason for setting up the reserve in the first place. Theoretically, at least, the improvements made and paid for out of the reserved amounts place the property in as good condition as when new.

Improvements which are in the nature of additions to the existing property are not chargeable against reserve because they represent entirely new plant investments and their cost should be carried into the regular Plant Account or into new accounts set up for the purpose. Depreciation should thereafter be figured on these additions and extra sums should be placed in the reserve account for them.

The principles which govern the relation of repair and improvement costs to reserve for depreciation are illustrated in the following:

### Some Examples.

1. An electric motor bought four years ago requires new bearings. The reserve account has a credit of \$240 for this motor. Shall the cost of the bearings be charged against reserve, against expense, or against Machinery Account?

The answer to this is to be found in the statement that the new bearings are only ordinary repairs, required to keep the motor up to its value as a useful machine. For this reason the cost is to be charged against expense. It is not a charge against reserve or plant.

In case an accident should occur and the motor windings be burned out so that it must be re-wound the cost of this should come out of the reserve because this would not be an ordinary repair. Likewise, if the motor should be totally destroyed in some manner which will not entitle the owner to collect for the loss from the insurance companies he should write off its value as a loss, then credit profit and loss with whatever there may be in the reserve account to the credit of this particular motor. The cost of a new motor should then be entered as a new item in the Machinery Account and depreciation figures thereafter should be based on this new motor without any regard to the old one.

2. The flexible loading spout which has seen several years of service wears out. Is the cost of a new one a repair, a charge to plant, or a charge to reserve for depreciation?

The presumption now is that the loading spout has lived its useful life and that ample provision has been made in the reserve account against this contingency. The sum which appears to the credit of the loading spout in the reserve account should be applied to the purchase of the new spout, and if the two are identical in pattern and cost the reserve amount will just buy the new one. Of course it is not probable that this equality of price will exist very frequently, but the adjustment of any differences will present no difficulty.

3. The storage capacity of the plant having proven inadequate, an addition consisting of four concrete tanks is constructed. The tanks are connected to the main elevator by a conveyor tunnel below and a conveyor gallery above. Is it correct to charge the cost of the tanks and conveying equipment to the plant account without any entry to depreciation?

Yes. This is purely an improvement, and not to be considered as an expense in any sense. And, since it is new construction and only incidental to the existing plant it should not be permitted to share in the reserve for depreciation.

4. If, in a case like the one given in No. 3, it is necessary to make extensive changes in the existing elevator to accommodate the tanks and to link them properly with the old house, is the cost an improvement? Is it chargeable to reserve for depreciation?

Any changes which must be made in the old plant to provide for and to serve the new tanks are improvements. Their cost is not chargeable to reserve. It is an additional investment, to be charged direct to the Plant Account, and if the old and new plants are to be carried separately in the books these changes should be apportioned between them in as equitable a manner as possible.



The effect of charging ordinary repairs to expense is to treat the cost of these items as losses, which is correct from every standpoint. They will then show up as losses (expenses) in the closing of the books and will be deducted from gross profits for the period. Also, they will be deducted from gross profits in the dealer's income tax report.

The cost of improvements, carried to plant accounts, will appear in the balance sheet as assets and they will have no effect on profits, except insofar as they are depreciated in the closing of the books. The amount carried to reserve for depreciation will show as a deduction from gross profits on the balance sheet and on the income tax report. For tax purposes the amounts charged for depreciation will require sufficient explanation to enable the officials to determine just what the dealer is trying to do, and it is well that the items shall be carried on the books in a manner that will make this explanation an easy one.

## Discount Should Be on Market Difference.

On a claim made by the T. D. Phelps Grain Co., of Denver, Colo., against Hogan Bros., of Kansas City, Mo., defendants, the arbitration committee No. 1 of the Grain Dealers National Ass'n, composed of J. R. Murrell, Jr., O. F. Bast and C. S. Rainbolt, held that plaintiff, Phelps Grain Co.'s endeavor to discount a car of wheat 20 cents per bushel as provided by the government scale of discount, on account of the wheat grading sample grade, was erroneous, and that the car of wheat should have been applied on sale at market difference.

On the same contract plaintiffs bot a car of rye and a car of maize on which Hogan Bros. had made overdrafts, \$18.03 on the maize being admitted.

On car containing rye, the plaintiff assessed interest charges of \$8.43, which resulted in an overdraft of \$17.28. This car was billed to

Kansas City by the defendant, according to the plaintiff's instructions. The plaintiff billed the car to Chicago. The committee cut this interest charge to \$4.22, "as it is not proper to charge a shipper interest on a shipment, after the shipment is billed out of original destination market." This makes the defendant's overdraft on car No. 23505—\$13.06.

The committee allowed plaintiff on the three cars \$142.75 with interest at 6 per cent, and ruled that defendant pay the cost of arbitration.

## Small Elevator in a Dairy Country.

Northwest from Chicago about 50 miles in a territory dominated by the dairy cow the grain elevator still is needed. As an adjunct to their McHenry Flour Mills, Spencer & Son found it advisable last year to erect the neat little grain handling plant shown in the engraving herewith, at West McHenry, Ill.

This house is of stud construction and has a capacity of 5,000 bus. Power is taken by shaft from the mill.

The foundation is 20x20 ft., the basement 9 ft. 10 ins. high, work floor 16 ft. high, and the 6 bins above are 20 ft. deep. The cupola is 20 ft. long and 14 ft. high to the eaves.

The equipment includes two elevator legs with 8x5 Salem Buckets set 11 ins. centers, one of the legs feeding the No. 4 Invincible Receiving Separator or No. 138 Eureka Single Receiving Separator on the work floor, while the other discharges thru a distributing spout in the cupola to bins or to the 7-inch car loading spout. The grain is weighed on a 300-bu. hopper scale on the work floor. A manlift gives access to the cupola.

On the main shaft in the basement for the 5/8-inch rope drive are two sheaves 22 inches in diameter, with three and one groove respectively, the ropes driving countershafts having chain drives to the lofters and cleaner legs. The house was designed and erected by the Burrell Engineering and Construction Co.

## Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

C. B. & Q. 119012 passed thru Minburn, Ia., April 28, leaking oats at door. No chance to repair.—H. C. Smith, mgr., Clark Brown Grain Co.

T. & P. 7295 passed thru Minburn, Ia., April 28, leaking corn at side. No chance to repair.—H. C. Smith, mgr., Clark Brown Grain Co.

C. B. & Q. 104010 loaded with wheat was leaking badly April 21 when it passed thru Laclede, Mo.—J. L. Welsh, mgr., Laclede Farmers Exchange.

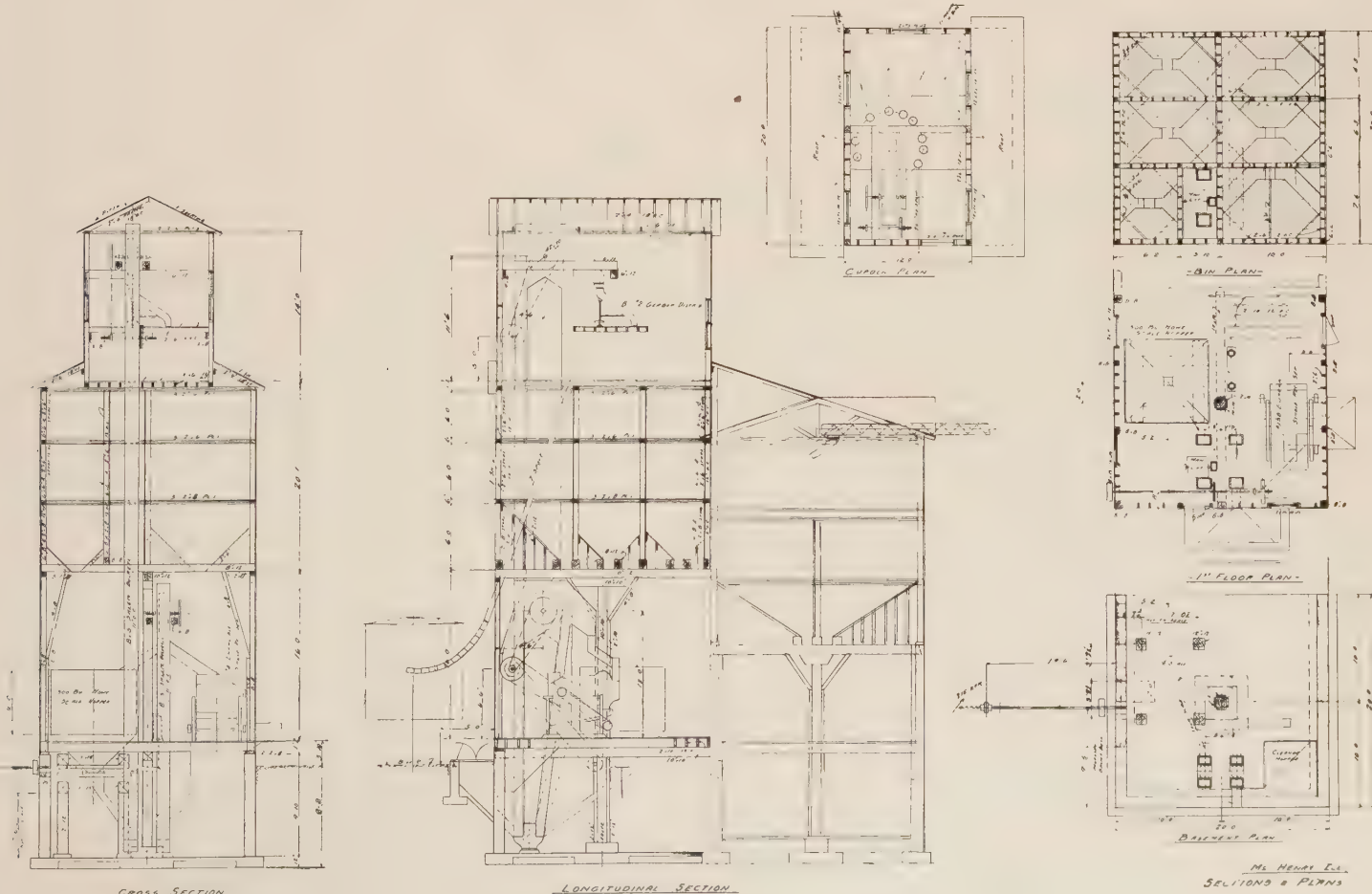
C. & N. W. 92590 passed thru Haverlock, Ia., Mar. 22 going east and leaking yellow corn at door. Door was bulged or broken.—J. L. Miller, mgr., Farmers Co-op. Grain Co.

## Explosion While Fumigating Car.

While superintending the disinfecting of a car of grain, Joseph Gray, manager of grain department of Tarr & McComb Corp., Los Angeles, Calif., suffered a painful and unusual accident.

In some unaccountable manner, an explosion occurred which forced the grain door from its bearings on the car with such force that it struck Mr. Gray and rendered him unconscious. He is recovering at his home.

Bisulphide of carbon will always explode when the gas is exposed to a spark or a flame. If it must be used, extreme caution must be exercised to keep heat and fire away from the gas.



Plans for Small Elevator of Spencer & Son at West McHenry, Ill.



## Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

**L. H. & St. L.** in Supplement 2 to 386 gives charges on milling and malting in transit at Louisville, Ky., effective May 21.

**C. B. & Q.** in 3849-R gives rates on flour from C. B. & Q. to Green Bay, Milwaukee, Wis., and Sioux Falls, S. D., effective May 15.

**C. M. & St. P.** in Supplement 1 to 7015-C gives rules governing the transfer of transit privileges on grain, effective May 22.

**E. B. Boyd**, agent Western Trunk Lines, in Circular 1-Q, gives rules, regulations and exceptions to classifications, effective June 1.

**Midland Continental** in 61 gives rates on transit of grain and grain products, also seeds at all stations on its line, effective May 15.

**C. St. P. M. & O.** in Supplement 14 to 4600-C gives reductions in rates on coarse grains and wheat from points in Iowa to Milwaukee, effective May 10.

**E. B. Boyd**, agent, Western Trunk Lines, in Supplement 55 to Circular 1-P, gives rules, regulations and exceptions to classifications, issued April 17.

**L. A. & S. L.** in Sup. 5 to 122E gives rates on cereal and cereal products, also hay, straw and cactus leaves between L. A. & S. L. points, effective May 19.

**C. R. I. & P.** in Supplement 4 to 32017 gives rules and charges applying on grain, seed, hay or straw held for inspection and disposition orders, effective June 1.

**Rutland-Lake Mich. Transit Co.** in I. C. C. 3 gives charges for elevation storage on grain in Ogdensburg Terminal Elevator at Ogdensburg, N. Y., effective May 22.

**Q. M. & S.** in I. C. C. 310 on hay and straw gives rates from Q. M. & S. and Napierville Junction Ry. to destinations in the United States, effective May 22.

**O. S. L.** in Supplement 2 to 4169C gives rates on oats from Halsey, Ore., and other points to McCammon, Ida., Granger, Wyo., and other points, effective May 20.

**Santa Fe** in Supplement 16 to 2297 gives transit privileges on alfalfa, hay, grain and products of grain at Arizona, California and Nevada, effective May 19.

**Northern Pacific** in 257X gives rates on flour, bran, shorts, middlings from Minnesota, North Dakota and Montana to Idaho, Utah, California and Nevada, effective May 16.

**Southern Pacific** in 793B gives rates on grain between points in California and points in California, Nevada, Utah, also points in Oregon on Klamath Falls branch, effective May 19.

**La. & Ark.** in Supplement 2 to 2572-D gives rules and regulation rates governing transit privileges accorded grain, grain products, seeds, hay and straw at L. & A. points, effective May 16.

**Great Northern** in 26W gives rates on grain and grain products from Great Northern points in Minnesota, Montana, North Dakota, South Dakota, to Idaho, Utah, California and Nevada, effective May 16.

**Great Northern** in Supplement 1 to 777D gives rates on flour and corn between stations on the Great Northern and stations in Illinois, Iowa, Missouri, Nebraska, Kansas, South Dakota and Minnesota, effective May 16.

**St. L.-S. W.** in Supplement 6 to 7660 gives rates on grain, grain products, seeds, hay and straw between Cairo, East St. Louis, Memphis, St. Louis, Thebes and stations on St. L.-S. W. in Missouri, effective April 24.

**St. L.-S. W.** in Supplement 3 to 7767 gives rates on grain, grain products and articles taking the same rates from Missouri points to Mobile, Natchez, New Orleans, Port Chalmette, Vicksburg and Westwego, effective April 24.

**C. & E. I.** in Supplement 6 to 650 gives joint and proportional rates on grain, grain products and grain by-products from its stations and East Joliet, Ill., to points in Alabama, Florida, Louisiana, and Mississippi, effective June 1.

**K. C. S. Ry.** in Supplement 9 to 197F gives rules and regulations governing transit privileges on grain and products thereof, seeds, hay and straw at Kansas City, Mo.-Kan., also special absorption and inspection charges, effective May 20.

**U. P.** in 6003A gives rates on grain, grain products, hay and straw between O. S. L., L. A. & S. L., S. L. & U., U. I. C., in Idaho, Montana, Oregon, Utah, Wyoming and O.-W. & N. Co. and connections in Idaho, Oregon, Washington, effective May 20.

**Great Northern** in Supplement 1 to 598G gives rates on grain, grain products, flaxseed and millet seed between Chicago, Dubuque and points taking the same rates and stations in Minnesota, North Dakota, South Dakota and Iowa, effective May 18.

**M. & St. L.** in Supplement 1 to 1593D gives rates on grain products and articles taking same rates from points in Minnesota and South Dakota to Arkansas, Illinois, Indiana, Iowa, Kansas, Kentucky, Michigan, Minnesota, Missouri, Nebraska, South Dakota and Wisconsin, effective May 15.

**M. & St. L.** in 1600E gives rates on grain, grain products, and seeds between Minneapolis, Minnesota Transfer, St. Paul, also other stations in Minnesota, and stations in Iowa, and South Dakota, also between Aberdeen, Watertown and other South Dakota points and stations in Iowa, effective May 15.

**C. M. & St. P.** in Supplement 1 to 2463H gives rates on flaxseed, grain and grain products between Atchison, Chicago, Duluth, Kansas City, Peoria and stations on the C. M. & St. P. and connections in Illinois, Iowa, Kansas, Michigan, Minnesota, Missouri, Nebraska, North Dakota, South Dakota and Wisconsin, effective May 15.

**I. C.** Supplement 1 to 1809-K gives joint and proportional rates on grain and grain products from stations in Illinois, Indiana, also Dubuque, Ia., to Bellaire, O., Brownsville, Pa., Buffalo, N. Y., Charleston, Gauley Bridge, Huntington, Parkersburg, W. Va., Indiana, Pittsburgh, Pa., Toronto, Ont., and Wheeling, W. Va., effective May 22.

**C. M. & St. P.** in Supplement 1 to 13312E gives rates on grain, grain products from Aberdeen, Akron, Albert Lea, Appleton, Ellendale, Fairmont, Graceville, Ipswich and other South Dakota, Wisconsin and Minnesota points to C. M. and St. P. and connections in Illinois, Iowa, Minnesota, Missouri and South Dakota, effective May 15.

**C. & E. I.** in Supplement 46 to 8650 gives joint and proportional rates on grain, grain products and grain by-products, also cotton seed, cotton seed ashes, cotton seed hull bran and dried beet pulp from stations on the C. & E. I. and C. I. & W. to points in New York, Ohio, Pennsylvania, West Virginia and Dominion of Canada, effective June 1.

**C. B. & Q.** in Supplement 3 to 1346-I gives rates on grain and grain products between Chicago, Peoria, Quincy, E. St. Louis, St. Louis, and stations on the C. B. & Q. on and east of the Mississippi River, Dubuque, Ia., and south thereof to Cairo and Evansville stations on connecting lines in Illinois, Indiana, Kentucky and Wisconsin, effective May 15.

**C. & E. I.** in Supplement 4 to 600 gives rates on grain, grain products, grain by-products, also broom corn, green corn, corn cob, seeds and red top seed chaff from Henderson and Owensboro, Ky., and from Cairo, Joliet, Moline Transfer, Ill., to points in Illinois, Indiana, Iowa, Kentucky, Michigan, Minnesota, Missouri, Ohio, Pennsylvania and Wisconsin, effective May 25.

**C. & E. I.** in Supplement 4 to 600 gives local, joint and proportional rates on grain, grain products and grain by-products, also broom corn, green corn, corn cobs, cotton seed, cotton seed ashes, seeds and red top seed chaff from its stations, Henderson and Owensboro, Ky., Cairo, Joliet, and Moline Transfer, Ill., to points in Illinois, Indiana, Kentucky, Michigan, Missouri, Ohio, Pennsylvania, and Wisconsin, effective May 25.

**M. St. P. & S. S. M.** in Supplement 15 to 16501 gives rules and regulations governing privilege of shipping grain to stations where elevators, warehouses, mills, cleaning houses, malt houses or manufacturers are located and of shipping therefrom certain commodities or products at difference between the rate paid to the transit stations and the thru transit rate from points of origin as shown by surrendered freight bills or credit tonnage slips to transit destinations at all stations on M. St. P. & S. S. M. and connections, effective May 15.

**C. R. I. & P.** in Supplement 4 to 13207-J, gives joint proportional rates on grain, grain products and seeds from Albright, Neb., Armourdale (Kansas City, Kan.), Atchison, Kan., Council Bluffs, Ia., Kansas City, Mo., Leavenworth, Kan., Omaha, South Omaha, Neb., and St. Joseph, Mo., to stations in Illinois, Indiana, Iowa, Michigan and Wisconsin, effective May 23.

**F. L. Speiden** in I. C. C. 271 gives rates on grain, products of grain, animal or poultry feed, and spelt from Cincinnati, Louisville, Evansville, Cairo, St. Louis, Memphis, Nashville, New Orleans, Mobile, Greenport, Gulfport, Pensacola, Vicksburg and other points to Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee and Virginia, effective May 15.

**C. & N. W.** in Supplement 2 to 16538 gives rates on grain products from stations in Iowa and Minnesota to stations in Illinois and Iowa, also on grain and grain products between stations in South Dakota, also Ludden and Oakes, N. D., and stations in Iowa, also Fulton, Ill., also from stations in South Dakota, Ludden and Oakes, N. D., to stations in Illinois and Iowa, effective May 15.

**I. C.** in Supplement 3 to 13961-A gives rules and charges applying on grain, grain products, alfalfa hay and meal, bleached, blended, cleaned, clipped, dried, graded, inspected, milled, mixed, sacked, shelled, shucked, stopped, stored, transferred or weighed, also on mixed feed at Metropolis, Ill., and reshipped to points in Mississippi Valley, southeastern and Carolina territories, also Pensacola, Fla., issued April 2.

**C. B. & Q.** in Supplement 6 to 3200F gives rates on grain, grain products and seeds between Omaha, South Omaha, Nebraska City, Neb., Kansas City, St. Joseph, Mo., Leavenworth and Atchison, Kan., and Iowa, Minnesota, Missouri, and South Dakota, also Chicago, Peoria, St. Louis, St. Paul, Minneapolis, Duluth, Winona and La Crosse and stations taking same rates or arbitraries higher, effective April 20.

## Increase the Protein Content of Wheat.

That millers and grain dealers are willing to pay a premium for high protein wheat is shown by the fact that Dark Hard Winter wheat at the principal markets sells for several cents per bushel above Yellow Hard wheat of the same grade. Dark Hard wheat on the average contains considerable more protein than Yellow Hard. The quality of protein must also be considered but this does not alter the conclusion that in general it is to the growers' advantage to produce high protein wheat. Just how to do so, however, is a different matter.

Most authorities agree that three things are essential in producing high protein wheat, viz., (1) a favorable climate and season, (2) a soil rich in nitrogen, and (3) a suitable variety. The climate and the season are beyond control and all varieties generally grown are capable of producing a high protein wheat if other conditions are satisfactory. The only practical thing that can be done, therefore, is to see that the soil is well supplied with available nitrogen.

The most generally practical way to insure an adequate supply of nitrogen is to grow wheat in rotation with legumes such as alfalfa and sweet clover and prepare the ground early. A top dressing of barnyard manure will help and in most cases will also increase the yield if applied judiciously and not too much at a time. July or early August preparation of the ground has the most marked and immediate effect of anything that can be done, and as numerous experiments have shown, it will also increase the yield.—H. M. Bainer.



## Meeting of Traffic League.

The spring meeting of the National Industrial Traffic League, held at Dallas, Texas, April 18 and 19, was well attended.

A resolution was adopted objecting to the establishment of carload minima "without reference to commercial needs" or to minima that are "established purely with respect to car capacity."

The com'te covering car pooling asked for more time, with a view to making definite recommendations at the November meeting.

The com'te on car demurrage and storage submitted a lengthy report which was adopted with few amendments by the ass'n. Some of the changes in rules which were recommended follow: It is proposed to add a note to Demurrage Rule 2, Section B, Paragraph 3, to read as follows: "When cars loaded out of elevators are handled in an average agreement, free time of 48 hours will be allowed as provided in Rule 2, Section A, and computed in accordance with Rule 3, Section D." The com'te is informed that this rule is satisfactory to the interests at Twin Cities.

Demurrage Rule 2, Section C, is additional rule reading as follows: "No free time will be allowed on cars received from switching line and held by this railroad for forwarding directions, except that cars received between 4:00 p. m. and 7:00 a. m. will not be subject to demurrage if forwarding directions are received prior to the following noon." The purpose of this rule is to take care of an elimination of Rule 6, Section C.

It is intended to add a note to Demurrage Rule 3, Section A, to read as follows: "Except as otherwise provided in Rule 2, Section C, and Rule 3, Section F, when forwarding directions for a car loaded outbound are sent by the consignor by U. S. Mail to the agent of this railroad at point of shipment and are not received by the addressee, they shall be considered as received as of the date they should have been delivered, provided proof is furnished by consignor that the forwarding directions were deposited in the U. S. mail properly stamped and addressed on date claimed." This is a rule favorable to the shipper.

It is proposed to change the words in Demurrage Rule 3, Section D, "on cars to be delivered," to read "on cars consigned or ordered for delivery." This is for the purpose of clarifying the rule. The same change was made in Demurrage Rule 3, Section E.

Demurrage Rule 3 will have added a Section F to read as follows: "On cars received from switching line and held by this railroad for forwarding directions, time will be computed, without notice, from the first 7:00 a. m. after received." This is intended to take care of the cancellation of Rule 6-C-1.

Demurrage Rule 4, Section E, Paragraph 1, is to be changed to read: "When carload freight is refused at destination, the agent of this railroad shall within 24 hours after being advised of refusal, notify the consignor by wire, when known, at his expense, or when not known, the agent at point of shipment, who shall be required to promptly notify the consignor, if known."

A resolution was adopted by the ass'n which put it on record as being opposed to any political interference with the present rate structure or to any plan that substitutes, for the present method of making rates, legislative made rates or legislative plans for making rates based upon political theories, or upon the basis of political expediency. The league also opposes any legislation looking to the establishment of rates which fail to consider competition of communities and commodities, and further opposes any change in the act to regulate commerce that has for its purpose the revoking of the suspension clause of the act.

At the banquet given the league by the Dallas Chamber of Commerce and the Dallas Traffic Club, R. H. Allen, of Proctor & Gamble Mfg. Co., spoke on the resources of the Southwest. C. E. Gilmore, chairman of the Texas commission, spoke on the necessity for

state regulation of interstate transportation. He gave the impression that the state commissions could not be abolished without harm to the present situation.

The legislative com'te, on April 18, made an extensive report of progress thru its chairman, R. C. Fulbright of Houston. The report recommended that some provision be made for regional commissions to relieve the Interstate Commerce Commission of its great amount of work, and to consider cases that do not affect adjustments outside of certain regions. Definite recommendations will be proposed at the November meeting. Proposals are being made that the market value of railroad securities be used as the basis for determining the level of freight rates, were condemned in the com'te's report.

THE proposal requiring imported flour to be accompanied by offals has been rejected by the British cabinet. The proposal to establish an import duty of 10s per qr. on malting barley, British colonies to receive a one-third rebate, was recommended.

A GUY WIRE saved the life of Thomas Salters, who was working on the new elevator of the Farmers Elevator Co. at Salisbury, Mo. He suddenly fell headlong from the roof, 80 feet above the ground. He fell but a few feet when he struck a guy wire which turned his body so that he was able to catch the wire in his hands. A derrick was swung around to him and he was hauled back on the roof, none the worse for his experience.

## Crib Emptied Without Shoveling.

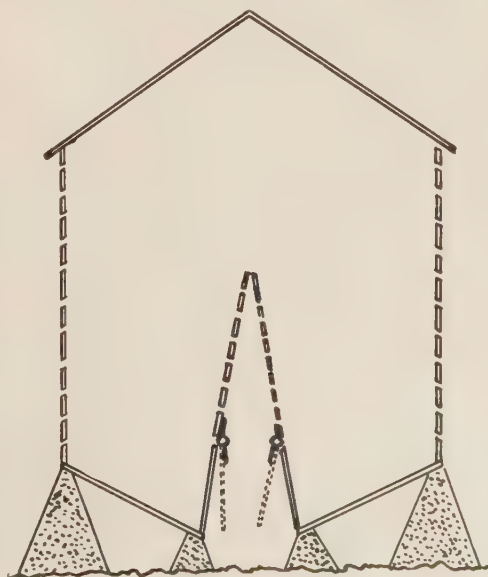
The corn crib shown in the engraving herewith was designed to give more ventilation and to avoid unnecessary labor in emptying.

The inverted V-shaped passageway running lengthways thru the middle of the crib allows a free circulation of air in the center of the mass of corn where it is needed to promote the drying out of the corn, or to keep it from going out of condition.

Shoveling is practically done away with by giving the floor a pitch toward the middle of the crib where the passageway is lined with a number of hinged drop boards opening from underneath. When these doors are opened the corn drops out upon the conveyor of the sheller, which has been run under the crib from the side just under the drop bottom to draw off the contents.

If a long drag were provided running lengthwise thru the passageway the entire crib could be emptied with but one setting of the sheller.

As the passageway takes up so much less space than a driveway thru a double crib the storage capacity is considerably increased.



Ventilated Corn Crib.

## The Care of Wagon and Truck Scales.

BY LOUIS C. SOWA, SCALE INSPECTOR, ILLINOIS GRAIN DEALERS ASS'N.

The scales over which the grain dealer does his buying and selling must be absolutely accurate and should receive his watchful care to keep them in perfect condition.

Many owners of scales, due to the fact that the mechanical parts of the scale are invisible, cherish the idea that everything is in good shape as long as the platform oscillates freely. This is not wholly true, for a freely moving platform does not necessarily indicate true weighing scales.

The scale operated from the office should always be under cover. Nothing tends to shorten the life and undermine the condition of a scale as quickly as an open pit. RUST on mechanical parts of the scale cause it to operate imperfectly more quickly than actual strain and usage, so a scale shed over the pit should be considered as necessary as the roof on the office building.

The pit should be deep enough to allow plenty of clearance to the scale levers, corner stands, truss rods, and other parts of the scale. A deep pit gives more room for "wash-in" dirt and refuse, and also contributes to the convenience of the person who cares for the scale.

The approach to the scale is governed by the Illinois Weight and Measure Act which provides that the approaches to any wagon or truck scale shall have an offset not to exceed three inches in the first seven feet. The slant of the approach, however, can be more level than this and is to be preferred. All scales should have a drain formed from the ends, by making the offset slope downwardly from both of the ends. In this way the "wash-in" from the road and driveway can be turned aside and the pit kept dry and clean. An old piece of belting, if tacked on the end board and lapped loosely over the scale frame, will keep much loose dirt from falling into the ends of the pit.

To Preserve the Scale: The owner of a scale, in caring for it, should never undertake to adjust or change any part of the mechanical equipment. His work should be to preserve the scale, so with this end in view, we limit him to three "helpers," paint, oil and a wire brush. The scale frame, channel irons, I-beams, and levers should be thoroly brushed and painted occasionally. The knives, pivots, shackles, bearings, nose irons, and all actual working parts should be kept cleanly brushed and a coat of kerosene (3 parts) and lubricant (1 part) applied. The oil is not applied to lessen friction but to prevent the parts from rusting.

The scale beam is a prominent part of the scale and should be kept spotlessly clean and shining. This requires but a moment's time each day and well repays the owner for the business-like appearance it presents. The notches on the beam should receive special attention and any accumulation of dirt should be instantly removed.

The scale owner who complies with the above suggestions should, as an added precaution, have his scale thoroly inspected at least once a year by a scale man who can make repairs and adjustments. The yearly inspection safeguards the dealer and keeps his trade satisfied that the scale is right.

OFFICIAL records show that 3,700 licensed grain elevators in Manitoba, Saskatchewan and Alberta have a total capacity of over 100,000,000 bus. Ontario, Quebec and maritime provinces have elevators totaling 33,180,000 bus. capacity.

RUSSELL G. EAST, who for the past six years has discharged the duties of county agricultural agent of Shelby County, Indiana, with marked ability, and who is well and favorably known to the grain dealers of the state, has resigned, and his friends will be glad to learn he has accepted the position of agricultural extension agent of the Pennsylvania Railroad Co., giving him a broader field in which to work.—C.



# Grain Trade News

Reports of new firms, changes, deaths, casualties and failures; new elevators, new flour mills, improvements, fires and accidents are welcome. Let us hear from you.

## ARKANSAS

Little Rock, Ark.—Chas. T. Abeles & Co. will erect a new mill here to cost \$150,000.

Weiner, Ark.—The Arkansas Rice Growers Co-op. Marketing Ass'n will erect a rice mill here to cost \$125,000.

Mansfield, Ark.—The Mansfield Roller & Feed Mill of W. D. Eddins has been remodeled and leased for an extended time.

Texarkana, Ark.—The Fouke Grain Co., which is owned and operated by Earl & Leon Hayden, is building a 2-story warehouse 104x140 feet.

Walnut Ridge, Ark.—B. A. Freeze of Jonesboro has the Hoxie Milling Co.'s plant recently. A stock company will be formed by him to do a general wholesale business in flour, feed, meal and hay.

## CALIFORNIA

Los Angeles, Cal.—Smith & Scott have moved their office to the I. W. Hellman Building.

Riverside, Cal.—The proposed grain exchange for the southern counties has been abandoned for the present. Co-operative marketing was the main purpose of the exchange.

## CANADA

Taber, Alta.—The Ogilvie Flour Mills Co.'s elvtr. burned recently.

Winnipeg, Man.—A provincial tax on trades in grain for future delivery went into effect May 1.

Dominion City, Man.—An elvtr. is under construction here for the Lake of the Woods Milling Co.

Arcola, Sask.—Stewart Lee of Winnipeg has purchased the Arcola Flour Mills from Edward W. Carrigg.

Climax, Sask.—The Lake of the Woods Milling Co. has let contract for the construction of an elvtr. here.

Frontier, Sask.—The Lake of the Woods Milling Co. has let contract for the construction of an elvtr. here.

Guernsey, Sask.—The elvtr. here of the Lake of the Woods Milling Co., which burned in February, has been rebuilt.

Veteran, Alta.—The United Grain Growers' elvtr. and warehouse burned recently. Seventeen thousand bus. of grain and a large quantity of flour was lost.

Vancouver, B. C.—Contract has been let to the Pacific Construction Co. for an addition to the Government elvtr. The addition will increase the capacity to 800,000 bus. and will cost \$400,000.

Port Arthur, Ont.—The James Stewart Corporation and the N. Bawlf Grain Co. have let contracts to Carter, Halls & Aldinger for the construction of their 1,125,000-bu. terminal elvtrs. The approximate cost is \$750,000 each.

Kanloops, B. C.—A 150,000-bu. grain elvtr. is to be erected here for the Kanloops-Vancouver Grain Co. and will be financed by Alberta capital. Construction will start soon. The site on which the elvtr. is to be built is very advantageous as the Canadian National tracks are on one side and the Canadian Pacific on the other. Avery Kernahan Co., of Vancouver will act as export agents for the Kanloops-Vancouver Grain Co.

Ottawa, Ont.—A Royal Commission to inquire into the grain trade of Canada has been appointed. The chairman is Mr. Justice Turgeon, of the supreme court of Saskatchewan. The other members are Dean Rutherford, of the University of Saskatchewan; Dr. McGibbon, professor of economics of the University of Alberta; and James Guthrie Scott, of Quebec, who has made a study of freights east and west. The secretary will be R. J. Deachman, of Calgary, a former newspaper man.

Montreal, Que.—We are indebted to the Montreal Board of Trade for a copy of its eightieth annual report covering the year 1922. In it is given reports of various local industries, including the Corn Exchange, of which reports of officers and com'ites are given.

Montreal, Que.—The Montreal Harbor Commissioners have decided to build a new elvtr. at Tarte Pier with their own staff and labor because none of the bids came within the price limit. The first 2,000,000-bu. unit will be ready for operation at the opening of navigation next year. Another unit of 6,000,000-bu. capacity will be added as soon as possible and ultimate completion will make the capacity 14,000,000-bus., the largest in the world. The construction work will be under the supervision of the Jno. S. Metcalf Co., who designed the plant.

## COLORADO

Denver, Colo.—The warehouse of the F. C. Ayres Mercantile Co. burned Apr. 29.

Denver, Colo.—Chauncey B. Bell, formerly with the Colorado Milling & Elvtr. Co., has joined the Bankers Trust Co. and is assistant vice-pres.

## IDAHO

Nampa, Ida.—I have purchased the business of the Nampa Seed & Grain Co.—E. W. Howland.

Cottonwood, Ida.—C. H. Greve has resigned as mgr. of the Cottonwood Farmers Union Warehouse, and has moved to California.

Pocatello, Ida.—The Pocatello Flour Mills Co., which is owned by the F. C. Ayres Mercantile Co., of Denver, Colo., has a lease on the property, including the mill and elvtr. of the Pocatello Milling & Elvtr. Co.

## ILLINOIS

Fairbury, Ill.—T. D. Karnes is now mgr. of this company.—Farmers Grain Co.

Plainfield, Ill.—We are planning on erecting a mill house here.—Plainfield Grain Co.

Emden, Ill.—The Emden Farmers Grain Co. is erecting an addition to its building.

Redmon, Ill.—Mr. Metcalf of Brocton succeeds Geo. Murphy as mgr. of the Brocton Elvtr. Co.

Williamsville, Ill.—The Elevator Milling Co. of Springfield is erecting a grain elvtr. here.

Hinckley, Ill.—The Hinckley Grain Co. has increased its capital stock from \$14,000 to \$28,000.

Sidell, Ill.—We are putting in a re-cleaner and sheller at our elvtr. here.—Sidell Farmers Elvtr. Co.

Clarence, Ill.—The Frederick Grain Co. is having its elvtr. repaired by the Eikenberry Construction Co.

Toulon, Ill.—Wrigley & Walters have installed 2 new truck lifts and larger grain cups in their elvtr.

Filson, Ill.—John Watson has accepted a position with the Collins Grain Co., Arthur.—T. E. Hamman.

Eureka, Ill.—The elvtr. of the Eureka Farmers Co-op. Ass'n is being repaired by the Ballinger Construction Co.

Mackinaw, Ill.—Claude Sparks succeeds Thos. Viemont, who resigned, as mgr. of the Mackinaw Farmers Grain Co.

Hastings, Ill.—We are installing a Richardson Automatic Scale in our elvtr. at this place.—Sidell Farmers Elvtr. Co.

Prairie City, Ill.—A. B. Curtis sold his elvtr. here to R. Lewis & Co. of Springfield.—Geo. M. Cole Grain Co., Bushnell, Ill.

Mt. Carroll, Ill.—The John Coleman Elvtr. was sold to me last summer. I will make slight improvements this spring.—F. H. Colehour.

Peoria, Ill.—The Central City Grain Elvtr., formerly used for storing grain by the Leisy Brewing Co., is being wrecked.

Ballard, Ill.—The exterior surface of the elvtr. here owned by Boughton & Harlan is being recovered by the Ballinger Construction Co.

Palestine, Ill.—Meisenhelder Bros., who are doubling the milling capacity of their plant, will use an oil engine to generate the current.

Macomb, Ill.—A. F. Gilchrist, mgr. of the Macomb Farmers Elvtr. Co., has resigned. He will move to Shelby, Neb., with his family.

Clayton, Ill.—F. W. Burgess died suddenly April 28 of heart trouble. He owned an interest in the elvtr. with the Central Illinois Grain Co.

Girard, Ill.—The Girard Elvtr. Co., which is operated by J. J. Shutt & Son, is having its office and stock room improved. Marshall Shutt is mgr.

Polo, Ill.—Thomas Cashman has taken over the former Cashman & Fleming and the Cashman & Co. elvtrs.—S. L. Cashman, mgr., Thos. Cashman.

Monica, Ill.—The Farmers Elvtr. Co. plans to erect a 20,000 bu. elvtr. this spring, on the site of the old one.—I. B. Bauer of Elmwood Elvtr. Co.

Rock Creek (Ursa p. o.), Ill.—The Ursa Grain Co. has recently installed a Western Combined Sheller and Cleaner in its elvtr.—Knollenberg Milling Co.

Quincy, Ill.—We have purchased a 10-ton Fairbanks Combination Auto Truck and Wagon Scale with an air truck dump.—Knollenberg Milling Co.

Bucks Crossing (Bloomington p. o.), Ill.—George W. Arnold is retiring from the grain business. He operates an elvtr. here and at Carle Springs.

Cuba, Ill.—The Cuba Co-op. Co. has dissolved the corporation, but will reorganize soon.—Geo. W. Cole Grain Co., Bushnell, Ill. P. C. Wright is the new mgr.

Roseville, Ill.—C. W. Langdon, who has been mgr. for the Farmers Grain Co. for 25 years, resigned recently. He will remain until someone takes his place.

Curtis (Greenview p. o.), Ill.—The Central Illinois Grain Co. and Claude W. Hatch have let contract for the construction of a 15,000-bu. concrete storage tank.

Tallula, Ill.—F. W. Fisher bot the interests of S. O. Savage in the elvtrs. here and at Hill Top. They will be operated as formerly, thru the Central Illinois Grain Co.

Woodford (Minonk p. o.), Ill.—Work has been started on the 60,000-bu. elvtr. being erected for the Woodford Elvtr. Co. A Hall Signaling Grain Distributor will be installed.

Ellsworth, Ill.—Olin Dennis and Fred Bartscht, owners of the Ellsworth Grain Co., have let contract to the Eikenberry Construction Co. for the erection of a 65,000-bu. elvtr.

King (Lincoln p. o.), Ill.—V. C. Elmore of Ashland has let contract to the Boggess Construction Co. for the erection of an elvtr. in Green County on the C. & A. Railroad.

Biggs (Havana p. o.), Ill.—B. H. McFadden & Sons have taken over the Easton Farmers Grain Co.'s elvtr. here and will operate it in connection with their other grain buying stations.

Hill Top (Ashland p. o.), Ill.—F. W. Fisher has purchased the interests of S. O. Savage in the elvtrs. here and at Tallula. They will be operated as formerly, thru the Central Illinois Grain Co.

Disco (Dallas City p. o.), Ill.—A. C. Garrett, who owned and operated the elvtr. here, died Apr. 26 as the result of an accidental discharge of a rifle. He is survived by his wife and one daughter.

Magnet, Ill.—The elvtr. of J. W. Moberley burned recently together with 3,000 bus. of corn. Four large motors which drove the machinery were destroyed. Loss is estimated at \$8,000, insurance \$5,000.

Springfield, Ill.—House Bill No. 505 entitled "An Act in regard to warehouse receipts," was read for the first time April 26. It had been recommended for passage on April 12 by the Com'te on Judiciary.

Springfield, Ill.—Senate Bill No. 91, which provides that any voluntary ass'n of 7 members or more may sue and be sued in the name of the ass'n, was read for the first time on April 26 in the General Assembly.



Tuscola, Ill.—The Collins Grain Co. sold its coal business to C. E. Rasor of Nokomis. The move was made so the company could devote its entire attention to its elevators at Tuscola, Hayes, Arthur and other points.

Ashton, Ill.—J. Melvin Bergeson of the Bergeson Elevator Co. has filed a petition in bankruptcy. Liabilities are \$100,000 and assets between five and ten thousand. Edwin M. Bunel has been appointed temporary receiver.

Springfield, Ill.—Senate Bill No. 421 to regulate trade associations by the Illinois Commerce Commission, but exempting co-operative agricultural associations and rate-making corporations, was introduced and read for the first time April 26.

Danvers, Ill.—We are figuring on building coal pockets with elevator for storing about 600 tons of coal. We will handle coal, limestone and phosphate in connection with the elevator business.—Wm. Zierfuss, mgr., Danvers Farmers Elevator Co.

Springfield, Ill.—Senate Bill 165 to permit 11 or more persons to form a non-profit, co-operative association to engage in the marketing of agricultural products, was read the first time on April 11 and on April 26 was recommended for passage as amended.

St. Charles, Ill.—Since the burning of the Judd Elevator, which I leased, M. A. Joshel and myself are the only ones operating a feed store and grain elevator here. I have the only grist mill here and do carlot grinding; i. e., milling in transit.—Geo. Marshall.

Cairo, Ill.—Some time ago the Illinois Central let the contract out to some wrecking company to wreck the old Cairo elevator, but as far as I can learn they have done nothing in regard to repairing or wrecking it.—M. C. Culp, chief inspector and weighmaster, Board of Trade.

Varna, Ill.—W. G. Smith is mgr. of our elevators here and at Custer, succeeding Wm. Scarborough, who resigned because of ill health. We will install an automatic scale in our main house here soon.—Farmers Co-op. Ass'n. Mr. Smith was recently married to Mrs. Sims of Holder, Ill.

Mason City, Ill.—Judgment of the circuit court was reversed by the appellate court and the case remanded in a suit brought by J. Zimmerman against the J. A. McCreery Grain Co. to recover money alleged to have been lost in grain deals. The circuit court found for the grain company.

Waverly, Ill.—The Waverly Mill & Elevator Co. has been incorporated by Fred E. Deatherage, A. C. Moffet, W. H. Rohrer, L. T. Searles and C. V. Ridgely, to deal in farm products, live stock and building material. Capital stock, \$30,000. The company will take over the milling plant of Fred E. Deatherage.

Epworth, Ill.—Wm. C. Smith of Carmi has let contract to the Boggess Construction Co. for the erection of a work house, dump shed and engine room. The equipment will include machinery to handle ear corn and small grain with a 15-h.p. type Z F.-M. Engine and belt drags to fill and empty the building.

Springfield, Ill.—Penalization of persons who fail to vote at either the primary or election is the purpose of a bill introduced into the legislature recently. All persons failing to vote would be subject to a \$10 tax; persons voting at the primary only would be fined \$5; and persons who voted both times would not be fined.

Wing, Ill.—Work has been started on the rebuilding of the elevator of the Inland Grain Co., known locally as J. H. Wright & Co., by the Ballinger Construction Co. The elevator will have a capacity of 15,000 bus. and one leg of 3,000 bus., hourly capacity. The equipment includes a 10-hp. Richardson Automatic Scale, 12-h.p. engine, and a truck lift.

Springfield, Ill.—The Chicago Automobile Trade Ass'n has thru its directors adopted a resolution condemning the proposed \$100,000,000 road bond issue at this time as ill advised and premature, as only about one-third of the present system has been completed. The Ass'n recommends that the 4,800-mile program be carried out as expeditiously as possible.

Henning, Ill.—The Henning Grain Co., which is erecting an elevator, as stated in this column April 25, has been incorporated for \$50,000 by McNeal & Prillaman and the A. E. Betts Grain Co., who have consolidated. Elmer McNeal, who has been mgr. of the McNeal & Prillaman elevator, will have charge of the company and will also be sec'y and treas.—Henning Grain Co., by Elmer McNeal.

Springfield, Ill.—A state income tax law is proposed by Rep. Norman G. Flagg to still further cripple enterprising individuals able to earn over \$5,000. Net incomes between \$10,000 and \$50,000 would be taxed 2 per cent, over \$50,000 3 per cent. Why add more burdens to the taxpayer?

Walnut, Ill.—The Walnut Elevator, owned and operated by Len D. Spaulding, burned Apr. 25. The fire is believed to have started from sparks from a passing engine. There were 20,000 bus. of corn, oats and rye in storage and altho it was mostly all damaged by smoke and water it is believed that some of the grain can be salvaged. The estimated loss is \$20,000 and is covered by insurance.

Springfield, Ill.—The state senate insurance investigating committee is engaged in an enquiry to determine the advisability of having the state enter the workmen's compensation insurance field, and thus compete with private enterprise now functioning efficiently in the form of mutual and stock companies. State insurance will give more jobs for politicians; and if the 18 bills increasing workmen's compensation are any criterion the state's entry will put a load on the taxpayers.

Springfield, Ill.—If the taxpayers of the state do not get after their representatives in the state legislature taxes will again be greatly increased. The Civic Federation says, "At a time when abnormal tax burdens of recent years should be reduced, bills are pending before the general assembly which, unless killed, will increase the tax rate for state purposes alone 119 per cent (from \$0.45 to \$0.98) and add another 42 per cent boost to the taxes for state, city, schools, county, parks, and all other governmental purposes levied on Chicago. New loads would be added to every community in Illinois. Bills also are pending to continue for three years more the 40 per cent tax increases which the last general assembly voted."

## CHICAGO NOTES.

Alfred H. Stumpf, a trader on his own account, was suspended from the privileges of the Board of Trade May 2, for not meeting his obligations.

Members of the Board of Trade voted 467 to 3, Apr. 30, in favor of proposed amendments to the rules so the board may become a contract market under the grain futures act.

Cyrus H. Adams, retired member of the Board of Trade, died May 6 at his home here. He was 74 years old and was at one time head of the firm of Cyrus H. Adams & Co.

The building and elevator occupied by the E. E. Kendall Hay & Feed Co. and the Wm. Crilly Coal Co. was damaged by fire to the extent of \$50,000 May 3. The grain in store was 30,000 bus.

Joseph F. Tomenson of Tomenson, Forwood & Co., Toronto, Canada, and Frank M. Jordan of Jordan, Wentworth & Co., Seattle, Wash., were recently suspended from the Board of Trade.

One million bushels were added to Chicago's "regular" room for the storage and delivery of grain by the Board of Trade directors declaring designated parts of the Union Elevator and Central "A" regular until July 1, 1923.

New members of the Board of Trade recently elected are: J. C. Hedgpeth, Greenboro, N. C.; G. P. Tameling, New York; J. V. Neuhaus, Houston, Tex.; Edward Born, Lafayette, Ind.; B. L. Pfundstein, Erie, Ill.; B. S. Schonberg, Chicago.

Franklin P. Frazier, pres. of the Bartlett-Frazier Co., died at his home in New York May 3, aged 72 years. He became associated in the early '80s with the firm of S. C. Bartlett & Co., of Peoria. He is survived by his wife and one son.

A permanent committee to consider questions arising out of the grain futures act has been appointed by the directors of the Board of Trade and consists of Allan M. Clement, Frank L. Carey, Joseph Lamy, Geo. A. Wegener, J. Edward Wynne.

Having complied with all the requirements of the future trading act the Board of Trade was granted a license by the Sec'y of Agriculture May 3 as a "contract market," giving the Board the privilege of continuing the purchase and sale of grain for future delivery, subject, however, to such restrictions as the Sec'y may see fit to impose. The tentative draft of regulations proposed by the Department of Agriculture for all future trading exchanges is published elsewhere in this number of the Journal.

The Central Elevator, near the mouth of the Chicago river, and the Union Elevator, on the south branch at 16th street, operated as private houses by the Armour Grain Co., have become public warehouses and, effective Apr. 25, are operated by a subsidiary of that company, the Export Elevator Co., E. A. James, sec'y, recently incorporated with \$25,000 nominal capital stock.

The annual convention of the Illinois Grain Dealers Ass'n will occur May 15 and 16 with headquarters at the Hotel LaSalle. One of the best programs in years is in store for dealers who attend and the Chicago Board of Trade will furnish the entertainment. A banquet at the Drake Hotel on the 15th with Ex-Sec'y of Agriculture Meredith as the principal speaker, as well as Pres. Stream of the Board of Trade and S. S. Tanner of Minier, Ill., are some of the attractions.

The following memberships in the board of trade have recently been transferred: Est. of Thos. B. Hunter, H. D. Russell, Wm. M. Fible, Est. of John T. McNally, Harold C. Sears, Est. of Harry F. Squire, Jas. E. O'Brien, Walter O. Wilson, J. Carroll Fahey, John H. Herron, Uller J. Smith, R. J. Flood, Jr., Est. of Richard Gambrell, Est. of C. H. Canby. The following have recently been admitted to membership in the board of trade: Harry Barbee and Vivian Vick of New York City, Harry M. Warner of Madison, Wis., Glenn F. Hiltz, Kansas City, Mo., John Q. Syme, James S. Agar and Wm. Benkert of Chicago, Francis E. Hadley and Daniel H. Andree of New York City, Herman A. Von Romp, St. Louis, Jas. D. Hunter, Amarillo, Tex., Jas. A. Robb, Winnipeg, Man., John A. Jones, Opelika, Ala., and Frank H. Williams of Frankfort, Ind., Ernest H. Wichelman, a member of the board of trade now represents Wichelman & Co. of Davenport, Ia. Silas H. Smith, a member of the board of trade, now represents the Mercantile Trading Co. W. A. Rubsam, a member of the board of trade, now represents W. A. Rubsam & Co. of Springfield, O. Arthur H. Lamborn is now registered for Lamborn, Hutchins & Co., New York. Carlos Falk was registered for P. N. Gray & Co. and is now pres. of the Bunge North American Grain Corporation, New York City. W. P. Quinlevan is registered for Maxwell & Quinlevan, Sterling, Ill., formerly W. P. Quinlevan & Co.

## INDIANA

Royal Center, Ind.—Forest I. Lee is now mgr. of the Farmers Co-op. Co.

Rich Valley, Ind.—I am the new mgr. here.—L. F. Clipper, Rich Valley Co-op. Elevator Co.

Lebanon, Ind.—The fire in our elevator consisted of a smoking bearing, but no damage.—Boone Grain & Supply Co.

Maplewood, Ind.—Ermine Smith succeeds Grant Martin, who resigned, as mgr. of the Maplewood Elevator Co.

Lincoln, Ind.—The Lincoln Elevator Co.'s elevator was broken into recently but nothing was secured by the thieves.

Oaktown, Ind.—The Wabash Grain Co. sustained a serious loss by fire on May 3, when fire occurred in its elevator.

London, Ind.—I have sold my elevator here to the American Homin Mills and have moved to Kennard.—Etna Lefforge.

Gings (Rushville p. o.), Ind.—We expect to make some changes on our elevator in the near future.—T. H. Reed & Son.

Ridgeville, Ind.—We are out of the elevator business at present. Fred C. Murray & Co. succeeds us.—Barton & Co.

Kirklin, Ind.—Moore Bros. of Thorntown have purchased the elevator of the Kirklin Grain Co. thru Claybaugh & McComas of Frankfort.

Indianapolis, Ind.—Anderson & Weirick have started in the grain commission and brokerage business, with offices in the Board of Trade building.

Sandborn, Ind.—The Wabash Grain Co. is having its elevator improved and one 10-ton Fairbanks Auto Truck Scale installed by Fred R. Childers.

Gas City, Ind.—Greenwood & Washburn of Hillisburg have purchased the elevator of J. F. C. Martin & Son thru Claybaugh & McComas of Frankfort.

Radnor, Ind.—J. F. C. Martin & Son of LaFontaine have purchased the elevator of the Radnor Grain Co. thru Claybaugh & McComas of Frankfort.



Carlisle, Ind.—The Wabash Grain Co. is having an office built and a 10-ton Fairbanks Truck Scale installed by Fred R. Childers.

LaFayette, Ind.—The Bartlett-Frazier Co. has opened a new office here in the LaFayette Loan & Trust building. The office will be managed by Frank W. Furtherer.

Milroy, Ind.—The Milroy Milling Co. is increasing its wheat storage capacity by about 20,000 bu. by building an addition to its elvtr. —T. H. Reed & Son, Rushville.

West Lebanon, Ind.—Jones Bros. have let contract to the Reliance Construction Co. for the erection of a 30,000-bu. iron clad elvtr. The work has already been started.

Upland, Ind.—Otto Orren succeeds O. W. Florea, who resigned, as mgr. of the Farmers Co-op. Elvtr. Mr. Orren was formerly in charge of the Farmers Elvtr. in Missouri.

Warsaw, Ind.—We will build a warehouse and flour packing building next spring, and will not use the Kinsey Bros. elvtr. for elvtr. purposes. —W. F. Walsh, Little Crow Milling Co.

Indianapolis, Ind.—H. N. Bell & Co., members of the Chicago Board of Trade, with offices in the Board of Trade building here, have opened a brokerage office in the Claypool Hotel.

Indianapolis, Ind.—The Indianapolis Grain & Feed Co. has been incorporated to deal in hay, grain and feed with \$10,000 capital stock. The directors are Fred Vawter, E. E. Sluss and M. A. Isaacs.

Lafayette, Ind.—We are changing the steam to electric power and making several changes in our feed manufacturing machinery. We expect to increase our capacity considerably. —Crabbs-Reynolds-Taylor Co.

Evansville, Ind.—The Akin-Erskine Milling Co. has been reincorporated to manufacture flour and other products from wheat and corn by Wilbur Erskine, Albert G. Hahn and Chas. T. Akin. Capital stock, \$50,000.

Oaktown, Ind.—We are erecting four 16x60-ft. concrete storage tanks, which will be completed June 1. This will increase our storage capacity to 60,000 bu.—Sartor & Clark. The equipment includes electric power and an In-vincible Cleaner and Sheller.

Westphalia, Ind.—The equipment for the 10,000 bu. elvtr. being erected for the Wabash Grain Co. by Fred R. Childers, includes a F-M 25-h.p. type Y Oil Engine, Richardson Automatic Grain Scale, Fairbanks 10-ton Truck Scale, Western Sheller and Cleaner and 2 stands of elvtrs.

Ilene (Elnora p. o.), Ind.—The Ilene Grain Co. has let contract to Fred R. Childers for a new 12,000 bu. wood elvtr. The equipment includes electric power, Western Sheller and Cleaner, McMillin Truck and Wagon Dump, a feed grinder, Fairbanks Automatic Grain Scale, and 2 stands of elvtrs. The elvtr. of this company was burned in March.

Bourbon, Ind.—Wm. H. Hahn and Samuel Rosenbaum are named as receivers for the E. E. Delp Grain Co. The main office of the company is at Philadelphia. The Bartlett Frazier Co. of Chicago, which filed bankruptcy proceedings, is a creditor for \$60,000. Edmund E. Delp of this city and August F. Gruber are the members. Liabilities are said to be \$175,000 and assets to be less than \$50,000.

## IOWA

Anita, Ia.—We are repairing our coal sheds here.—Kunz Grain Co.

Bristow, Ia.—Elmer Hershey is now mgr. of the Farmers Elvtr. Co.

Taintor, Ia.—The Taintor Elvtr. Co. will erect a new flour and feed house.

Adair, Ia.—I will probably do some repairing on my elvtr. this summer.—Wm. Wheeler.

Lanesboro, Ia.—The Farmers Elvtr. was robbed recently and \$21 in cash was stolen.

Chillicothe, Ia.—We will add a 60x18-ft. warehouse to our elvtr. here.—Lamis Hoose & Co.

Earlville, Ia.—We will install a new corn crusher this summer.—H. J. Pitcher & Son.

Cleghorn, Ia.—Work has been started on the elvtr. being erected for the Farmers Elvtr. Co. here.

Wesley, Ia.—The Kunz Grain Co.'s elvtr. was entered by thieves recently but nothing was taken.

Ogden, Ia.—Wm. Bakley will erect an elvtr. along the C. & N. W. tracks, just south of his present elvtr.

Mitchell, Ia.—We repaired our coal sheds and roof of the elvtr. driveway.—Kunz Grain Co.

Crystal Lake, Ia.—The elvtr. of the Crystal Lake Ass'n was robbed recently and \$11 was stolen by the burglars.

Inwood, Ia.—We have installed a man lift and will do more improving during the summer.—Klein Bros. Elvtr. Co.

Hartley, Ia.—We had some improvements made on our elvtr. by the T. E. Ibberson Co.—Chas. Pavik of Pavik Grain Co.

Whittemore, Ia.—The offices of the Whittemore Elvtr. Co. were entered by thieves recently, but they secured nothing.

Grant Center, Ia.—The Blakely Grain Co. is successor to McCoy & Co. The elvtr. will be improved this year.—C. E. Blakely.

Beaver, Ia.—Work has been started on the 45,000-bu. cribbed elvtr. being erected for the Quaker Oats Co.—J. E. Milich, mgr.

Alden, Ia.—The Farmers Elvtr. Co. has let contract to the Younglove Construction Co. for the erection of a 20,000-bu. elvtr.

Cleghorn, Ia.—Weart & Lysaght of Cherokee have awarded the contract to the Younglove Construction Co. to install a truck dump.

Galbraith (Luverne p. o.), Ia.—We are installing all new cups and a new rubber cup belt in our elvtr. here.—The Kunz Grain Co.

Wallingford, Ia.—The elvtr. of the Farmers Elvtr. Co. and the elvtr. of the Farmers Co-op. Grain Co. were broken into by robbers recently.

Cushing, Ia.—The Trans-Mississippi Grain Co. will do considerable repair work on their house here it is reported.—C. E. Lowry & Sons.

Strahan, Ia.—F. J. Steele, former mgr. of the Farmers Elvtr. Co., will build a 10,000-bu. elvtr. and engage in the grain business on his own account.

Leeds, Ia.—The \$45,000 addition to the Mystic Milling Co.'s plant is under construction. The addition will be 76x200 ft. and will be six stories high.

Lanesboro, Ia.—We have just finished repairing our elvtr., putting in a new motor building and a dust proof house.—Independent Elvtr. Co. (Same as Farmers.)

Coon Rapids, Ia.—We are building a new coal house, putting in new down spout and painting corn cribs.—Wm. Grettenberg of Wm. Grettenberg Grain Co.

Page, Ia.—Z. Steele, who was formerly mgr. of the elvtr. of the Farmers Co-op. Co. at Bridgewater, has purchased an elvtr., lumber and live stock business here.

Hutchins, Ia.—Frank Mullin is overhauling the machinery and doing general repairing on his elvtr. The elvtr. will be closed for about ten days during the repairing.

Algona, Ia.—E. A. Bowles, a member of Bowles, Billings & Kessler, has filed a notice of bankruptcy. Liabilities are about \$90,000, with little or no available assets.

Center Point, Ia.—The elvtr. here located on Waterloo, Cedar Falls, Chicago, Rock Island & Pacific Railway, is offered for sale by W. G. Langfelt, receiver, of Cedar Rapids.

Granville, Ia.—Frank J. Goergen, receiver for the Granville Co-op. Grain Co., has brought action against the new Amsterdam Casualty Co. to recover \$2,425.36 on a \$4,000 surety bond.

Carroll, Ia.—The stockholders of the Farmers Grain & Lumber Co. have amended the articles of incorporation of the company whereby they increased the capital stock from \$25,000 to \$50,000.

Jefferson, Ia.—The Farmers Elvtr. Co. and the Farmers Live Stock Shipping Ass'n have consolidated. Jack Carey, of the Shipping Ass'n will be mgr. He succeeds Frank Miller, who resigned.

Bridgewater, Ia.—Arthur Louk succeeds Z. Steele as mgr. of the elvtr. of the Farmers Co-op. Co. Mr. Steele left for Page, Ia., where he purchased an elvtr., lumber and live stock business.

Libertyville, Ia.—A. H. Miller has let contract to the Newell Construction Co. to remodel his elvtr. The elvtr. has been re-roofed with galvanized steel and repainted. A new 10-ton auto truck scale will be installed. A new office building is also being built.

Lakota (Buffalo Center p. o.), Ia.—The Farmers Co-op. Co. met recently to discuss a new organization. It was decided to dispose of the property providing the amount received could cover the company's indebtedness.

Marathon, Ia.—The Farmers Grain Co. is having some repair work done on its elvtr. by the Younglove Construction Co. A 10-h.p. motor, new drive, 11x6-in. V-cups are also being installed.

Blairsburg, Ia.—I am improving my elvtr. here, putting in new foundation, new leg with V-buckets, and increasing the handling capacity about double what it was. Also building a new 50,000-bu. annex.—C. C. Buck.

Gowrie, Ia.—The Farmers Co-op. Grain & Lumber Co. has let contract for the erection of a 10,000-bu. elvtr. to be located on the M. & St. L. Railroad. This firm was recently reincorporated with a capital stock of \$150,000.

Gifford, Ia.—I sold my elvtr. to O. O. Rohrer of Lavinia and H. N. Edmundson of Perry and possession was given May 1. Mr. Rohrer was formerly mgr. of the Armour Grain Co. at Lavinia, and Mr. Edmundson was formerly a traveling salesman.—H. C. Moore.

Marion, Ia.—The Farmers Elvtr. Co. is making improvements on its plant. A new 30-inch mill will replace the old 24-inch one and will have two 40-h.p. motors which will double the grinding capacity. A new ear corn dump is being erected and two new coal bins.

Cartersville, Ia.—M. D. Walcott, who recently brot suit against the Cartersville Supply Co., alleging that he sold them 8,000 bus. of oats in 1920 and that before the final delivery the company would not pay the contract price of 76c per bushel, won the case and was given \$1,466.

Boyden, Ia.—The Quaker Oats Co. has purchased the A. E. Betts Elvtr. from the Betts Estate at Mitchell, S. D. J. C. Pryde, mgr. for the Quaker Oats Co., will have charge of both elvtrs. H. Stehrenberg, former mgr. of the Betts Elvtr., will enter the insurance business.

La Verne, Ia.—A meeting was recently held at this place by farmers for the purpose of organizing a co-operative elvtr. company. Many subscriptions have already been received but not enough to start the venture. It was reported some time ago that farmers contemplated buying an elvtr.

## KANSAS

Lincoln, Kan.—W. F. Stearns is now mgr. of the Weber Grain Co.'s elvtr.

Norton, Kan.—The elvtr. of the Derby Grain Co. burned Apr. 30.—C. R. Cotter.

Girard, Kan.—Hitz & Son will erect a new elvtr. It will be 150 ft. high and cost \$50,000.

Hunter, Kan.—The Robinson Grain Co. has installed a 10-h.p. electric motor in its local elvtr.

Ness City, Kan.—The Farmers Co-op. Grain Co. has started the erection of a warehouse here.

Lovewell, Kan.—The Kansas Flour Mills will install a new automatic loading scale in their elvtr.

Kirwin, Kan.—The Equity Elvtr. Co. will install a Kewanee Lift. R. L. Dowdall has the contract.

Ford, Kan.—The safes of the Chas. E. Stewart Elvtr. and the Farmers Elvtr. were robbed recently.

Protection, Kan.—Scott McCormick is the new mgr. of the Arkansas City Milling Co.'s elvtr. here.

Lovewell, Kan.—The Scoular-Bishop Co. will take down its elvtr. here and rebuild a new one this summer.

Wichita, Kan.—Mail addressed to the Bennett-Render Grain Co. has been returned as it was unclaimed.

Aulne, Kan.—We will repair and improve our elvtr.—T. M. Stinchcomb, agt., Stevens-Scott Grain Co.

Dodge City, Kan.—The safes of the Farmers Elvtr. and the White Eagle Oil Co. were robbed recently and \$215 was taken.

Troy, Kan.—D. F. Whittaker & Son have purchased the elvtr. of the Associated Mill & Elvtr. Co. for \$4,000.

Kensington, Kan.—W. F. Kunze is now mgr. of the Farmers Grain & Lumber Co. He succeeds Fay Moberley.

Minneapolis, Kan.—The Farmers Elvtr. Co. has had its old elvtr. taken down and is building a 28,000-bu. elvtr.

Castleton, Kan.—We have installed an automatic scale in our elvtr. here.—Consolidated Elvtrs., Hutchinson, Kan.



Concordia, Kan.—The Farmers Mill & Elevator Co. has installed a dust collecting system. R. L. Dowdall did the work.

Falun, Kan.—The grain elevator here of which Hugo Hed is manager was robbed recently and \$13.22 in cash was taken.

Pratt, Kan.—The elevator of J. H. Magruder is being taken down and a new 20,000-bu. elevator will be erected in its place.

Campus, Kan.—The C. E. Robinson Grain Co. of Salina has purchased the elevator of the Borah & Beougher Grain Co.

McCracken, Kan.—Work has been started on the elevator of the Ryan Grain Co. to replace the one that burned in March.

Esbon, Kan.—The Jewell County Co-op. Ass'n has purchased a new 10-ton truck scale for the elevator here.—F. S. Roberts, mgr.

Lyons, Kan.—A. Swanson of Coats, Kan., succeeds J. A. Falen, who resigned, as mgr. of the Farmers Co-op. Union Elevator.

Gaylord, Kan.—The Dannenberg Grain & Supply Co., recently incorporated, has employed John W. Dannenberg as mgr.

Burr Oak, Kan.—The Jewell County Co-op. Ass'n has purchased a new 10-ton truck scale for the elevator here.—F. S. Roberts, mgr.

Sedgwick, Kan.—A 25,000 bu. elevator will be built here for use by the Kansas Wheat Growers Ass'n. The elevator will cost \$15,000.

Wichita, Kan.—W. J. Kopp, who has been connected with this office of the Beyer Grain Co. for the past two years, has resigned.

Brewster, Kan.—The Mellor Grain Co. has installed a 10-ton truck scale and a Kewanee Truck Lift. R. L. Dowdall had the contract.

Penalosa, Kan.—The Producers Grain Co. has sold its elevator here to J. H. Magruder of Pratt, Kan.—Consolidated Elevators, Hutchinson, Kan.

Winfield, Kan.—J. K. Pickerill succeeds J. A. Commons, who resigned, as mgr. of the Winfield Flour Mills Co.—The Winfield Flour Mills Co.

Bird City, Kan.—The J. B. Mitchell Grain Co. plans to erect a new elevator here soon. The proposed elevator will have a capacity of 35,000 bus.

Coats, Kan.—Ralph Harrouff succeeds A. Swanson, who resigned to accept a similar position at Lyons as mgr. of the local Farmers Elevator.

Wichita, Kan.—Geo. Davis of the Davis-Noland-Merrill Grain Co. of Kansas City has been elected to membership in the Board of Trade.

Dresden, Kan.—We have in the course of construction by the Star Engineering Co. a 15,000-bu. iron clad elevator.—C. E. Robinson Elevator Co., by J. C.

Preston, Kan.—J. H. Magruder of Pratt, Kan., has purchased the elevator of the Producers Grain Co. here.—Consolidated Elevators, Hutchinson, Kan.

Trousdale, Kan.—J. H. Magruder of Pratt, Kan., has purchased the elevator here of the Producers Grain Co.—Consolidated Elevators, Hutchinson, Kan.

Wichita, Kan.—The Williamson Grain Co. suspended business April 28, following discovery of irregularities in bills of lading involving a loss of \$6,000.

Hutchinson, Kan.—I am local mgr. of this office of the Davis-Noland-Merrill Grain Co.—S. J. Russell. Mr. Russell succeeds J. K. Pickerill, who resigned.

Valley Falls, Kan.—We have leased the B. C. Ragan Elevator on the Santa Fe. We will handle grain, coal and feed in carlots.—Farmers Co-op. Grain & Mercantile Co.

Milan, Kan.—The Wellington Mill & Elevator Co. has let contract to the Jones-Hettelsater Construction Co. for the erection of a 15,000-bu. studded, iron clad elevator.

Chanute, Kan.—We are open for business again and will handle feed, flour and coal. We are planning to rebuild.—H. S. Hanson, mgr. Farmers Co-op. Business Ass'n.

Wichita, Kan.—The Davis-Noland-Merrill Grain Co. succeeds the Rosenbaum Grain Corporation here, and C. A. Baldwin will remain as local mgr. for the new company.

Wichita, Kan.—Harry J. Williams, formerly with the Geo. Koch Grain Co., is now traveling solicitor for the Williamson Grain Co. Dee R. Brooks, formerly with the Kansas Flour Mills Co., is floor representative of the Geo. Koch Grain Co.

Cottonwood Falls, Kan.—The Kansas Flour Mills Co. plans to erect a grain elevator with a capacity of 15,000 bus. The Kansas Flour Mills Co. is successor to the Hoffman Mills.

Kansas City, Kan.—M. C. Majers, who was mgr. of the Weber Grain Co. at Lincoln, has been appointed assistant deputy grain inspector of Kansas, with headquarters here.

Larned, Kan.—H. M. Halloway, E. E. Frizell and H. M. Reed have purchased the unfinished elevator of the Associated Mill & Elevator Co. for \$2,300. A 50,000 bu. elevator to cost \$11,000 will be erected.

Buffalo Park (Park p. o.), Kan.—A 40,000-bu. elevator is being built by the Wheatland Elevator Co. The elevator formerly operated by the Kansas Flour Mills is now operated by us.—Robinson Milling Co.

Stafford, Kan.—Albert Swanson will take charge of the Farmers Co-op. Union Elevator at Lyons, and I will take charge of the Stafford Independent Co-op. Grain & M. Co.—J. A. Falen, Lyons.

Horton, Kan.—There will be a new elevator built here. Frank Moser of Hiawatha is said to have the lease where the old elevator stood.—Geo. W. Brown, mgr. Farmers Union Elevator & Mercantile Co.

Bayneville, Kan.—The Bayneville Co-op. Equity Exchange is successor to the Rea-Patterson Milling Co. We are building a 10,000-bu. elevator.—T. H. Lough, mgr. Bayneville Co-op. Equity Exchange.

Kingman, Kan.—Albert Wooldridge, sec'y and mgr. of the Farmers Elevator & Mercantile Co. of Brown Spur recently bot the Independent Mill for \$4,000. C. S. Gill of Kansas City bot the mill race and power plant.

Salina, Kan.—We are installing machinery in our new elevator and moving old machinery from mills to our new cleaning house and adding a full line of brush machines and dust collectors.—H. D. Lee Flour Mills Co.

Zimmerdale (Hesston p. o.), Kan.—The Zimmerdale Co-op. Elevator & Mercantile Co. was incorporated recently. Capital stock, \$10,000. A storage and loading elevator will be erected. Lon Dillman is pres. of the company.

Hanover, Kan.—C. F. Warthon is again mgr. of the Farmers Union Elevator Co-op. Ass'n. He was mgr. for some time until last summer, when he resigned and was succeeded by John White. Mr. White has now resigned.

Morrill, Kan.—Sam Holcomb of Powhattan has purchased the elevator and coal business of W. E. Robertson. Mr. Robertson still retains the mill and a storehouse on the right of way, but will not be used for an elevator.

Argonia, Kan.—The Wellington Mill & Elevator Co. will build a 15,000-bu. studded iron clad elevator. Jones-Hettelsater Construction Co. has the contract. G. M. Pohlenz writes "The Argonia Mill & Elevator Co. will operate again."

Canton, Kan.—The Canton Grain Co. has let contract to the Federal Engineering Co. for the erection of an office and a 15,000-bu. metal clad studded elevator. The equipment will include a 10-ton Fairbanks Scale and a 5-bu. Richardson Automatic Scale, one 7½-h.p. and one 1-h.p. Fairbanks Morse Motors.

Cedar, Kan.—We are engaged in the grain business and operating under the firm name of the Cedar Elevator Co. with J. H. Duston, pres., Roy McFillen, sec'y, and H. E. Harris, general mgr. We purchased the elevator of the Smith County Farmers Union Co-op. Ass'n.—H. E. Harris, mgr. Cedar Elevator Co.

Emporia, Kan.—Virgil J. Rice and H. B. Waller have become associated with the Miller Grain Co. and the firm will be known as the Miller-Rice-Waller Grain Co. Mr. Rice was formerly traveling representative for Vander-slice-Lynds Co., and Mr. Waller was formerly traveling representative for the Scoular-Bishop Grain Co.

J. J. Wilson, chief grain inspector for Kansas, has conferred with the attorney general regarding a suit to be filed against the railroads to compel them to transport the inspection department's car containing test weights and scale-testing apparatus, free of charge, in accordance with the Kansas law. The roads have refused free handling of the car in the past, maintaining that the law is unconstitutional. Mr. Wilson states that there are a large number of scales over the state that should be tested before the movement of the new crop of wheat begins.

## KENTUCKY

Cynthiana, Ky.—The warehouse of the Crescent Mill Co. was damaged by fire on April 22.

Crab Orchard, Ky.—The Crab Orchard Milling Co. sustained a small loss in the plant recently due to a high wind.

Bradfordville, Ky.—Frank Spoonimore has purchased all of the property of the Bateman Milling Co., including the Bradfordville Roller Mills. Roy A. Bateman, who was treas. and mgr. of the Bateman Milling Co., will retire from the milling business.

## MARYLAND

### BALTIMORE LETTER.

President Reynolds of the Chamber of Commerce has appointed a special committee to draft a new commission rule.

Frank Otterbein, associated with E. Steen & Bro. for many years, was recently married to Miss Alberta Hofstetter.

John G. Oehrl, who formerly represented W. H. Muller & Co., will now represent the Hansen Produce Co., grain exporters.

Emerson Clarke, formerly export mgr. for the firm of John T. Fahey & Co., Inc., is now export mgr. for the Commercial Union of America, New York.

Eugene Blackford, a member of the grain exporting firm of Gill & Fisher, has been elected chairman of the traffic committee of the Chamber of Commerce, vice E. F. Richards, resigned to take up his residence in New York.

## MICHIGAN

Mears, Mich.—Averill & Miller's elevator burned recently.

Ada, Mich.—The Ada Milling Co. is successor to the Grand Rapids Mill Co.—Ada Milling Co.

Detroit, Mich.—The warehouse of the Caughey-Jossman Co. was destroyed by fire recently.

Northstar, Mich.—Frank Helms, who was former mgr. of the Northstar Elevator Co., died recently.

Munger, Mich.—The Martindale Grain & Bean Co.'s elevator here has been purchased by the Chatfield Milling Co. of Bay City.

Port Hope, Mich.—W. R. Stafford's grain mill and elevator was damaged by fire April 14, caused from sparks coming from the exhaust of an engine used to operate the village lighting plant.

West Branch, Mich.—The elevator to be built for me will be of cribbed construction and have a capacity of about 15,000 bus. I will install one grain cleaner, one seed cleaner, an 80-bu. hopper scale, one dormant scale and one feed grinder, all to be electrically driven. Work started on the elevator May 1.—Geo. J. Diebold.

Lansing, Mich.—Senate Bill No. 308 was amended by the House of Representatives on May 2 to include grain and beans. Originally the bill was to prevent unlawful discrimination in the purchase of potatoes and provided punishment for offense. As it now stands it covers potatoes, grain and beans. It passed the House of Representatives and will be presented to the governor.

Grand Rapids, Mich.—Friday, Apr. 27, bids were opened covering the erection of our proposed new flour mill and elevator. After careful consideration all bids were rejected. The advance in steel and all building material which has taken place since the first of the year bot the building cost to such a high point that it was deemed expedient to await lower building costs before proceeding with the building plan. Our plans all being completed our policy will be a waiting one until the time is opportune.—Wm. S. Rowe, pres., Valley City Milling Co.

Lansing, Mich.—The committee on private corporations of the legislature recommended that Senate Bill No. 309 pass with the following amendment: Strike out the words "corporations organized for pecuniary profit shall have power to purchase and hold stock in corporations organized not for pecuniary profit" and insert in lieu thereof the following: "any co-operative agricultural marketing ass'n or company organized for profit may hold and acquire stock or membership in a co-operative agricultural marketing ass'n not organized for profit." The amendment was adopted and the bill referred to Committee of the Whole on April 26.



## MINNESOTA

Fairmont, Minn.—The Rippe Grain & Milling Co. is installing a Unique Attrition Mill.

Hugo, Minn.—Jos. Bernier has purchased the elvtr. and feed mill of Edmund Gregoire.

Wells, Minn.—We will do some repairing on our elvtr.—J. C. Byrnes of Byrnes & Heath.

Bronson, Minn.—The buildings of the Northland Elvtr. Co. are being repaired and painted.

Adams, Minn.—The J. P. Schiassel Elvtr. Co. has installed a 5-h.p. electric motor in its elvtr.

Parkers Prairie, Minn.—Shantz & Kramer will install a new dump scale.—Northland Elvtr. Co.

Ottawa, Minn.—The elvtr. here has been torn down. I am not in the grain business now.—T. O. Ramey.

Bricelyn, Minn.—The Bricelyn Farmers Elvtr. Co. bot the elvtr. property of the Lund Grain & Coal Co.

Owatonna, Minn.—The Schuette Elvtr. Co. will install a Monarch Attrition Mill with motor connections.

Radium, Minn.—The buildings of the Northland Elvtr. Co. at this place are being repaired and painted.

Lancaster, Minn.—A small flour mill will be built here this summer.—Farmers Co-op. Elvtr., by Alfred Mahn.

Russell, Minn.—Elvtr. "C" of the Farmers Independent Elvtr. Co. is being taken down and the lumber is to be sold.

Minneota, Minn.—The Atlas Elvtr. Co. is installing a dump with a 22-ft. scale.—J. Ausman, agt., Eagle Roller Mills Co.

Lancaster, Minn.—Alfred Malm, who had a fractured skull, is again at work. He is mgr. of the Farmers Elvtr. here.

Lakefield, Minn.—An electrically driven attrition mill has been installed in the plant of the Farmers Grain & Supply Co.

Pine Island, Minn.—We took over the Atlas Elvtr. Co.'s elvtr. here and repaired it last fall.—R. E. Jones Co., Archie Rose, mgr.

Fairmont, Minn.—Martin Overly is managing the Farmers Co-op. Elvtr. Co. to take the place of Mr. Moore, who is in poor health.

Okabena, Minn.—The Farmers Co-op. Elvtr. Co. has been incorporated by John P. Coster, Frank Anderson, Sam Dehl et al. Capital stock, \$50,000.

Pelican Rapids, Minn.—The mill of H. E. Frazee burned May 2 with an estimated loss of \$75,000. Flying embers and sparks threatened the rest of the town.

Onamia, Minn.—Work has been started on the new elvtr., feed mill and warehouse being erected for C. E. Gravel of Pierz, Minn., who will operate it, by the T. E. Ibberson Co.

Northcote, Minn.—H. Sheals, mgr. of the Farmers Elvtr. here, is in a critical condition resulting from injuries he received when he attempted to clean out the pit of his elvtr. while the machinery was running.

Duluth, Minn.—Application has been posted for the transfer of the Board of Trade membership of J. N. McKindley to Eugene J. Lawler, who represents the Hansen Produce Corporation of New York on this market.

Minneapolis, Minn.—C. J. Clark and H. M. Martin, complainants in a suit against the Equity Co-op. Exchange, charge conversion of grain and ask \$80,000 damages. Clark and Martin were the holders of storage tickets.

Pelican Rapids, Minn.—We are going to build an annex which will add 6,000 bus. to our storage capacity and install a 10-ton Fairbanks Dump Scale equipped with Kewanee Dump and a No. 50 Marquis Cleaner. D. F. Hoag & Co. have the contract.—J. R. Quamme, mgr., Co-op. Warehouse Ass'n.

Minneapolis, Minn.—O. F. Oleson succeeds H. C. Putman as mgr. of the Farmers Elvtr. Commission Co. Mr. Oleson was formerly sec'y-treas. and a director of the firm. Mr. Putman resigned to become associated with Bartlett Frazier Co. and will take charge of the Minnesota and South Dakota territory.

Kandiyohi, Minn.—The elvtr. here owned and operated by the Atwater Grain Co. has been purchased by a Farmers Elvtr. Co. recently organized at Lake Lillian. The elvtr. has been wrecked and the material will be hauled to Lake Lillian, where the Farmers Elvtr. Co. will build.—Levi V. Lund, mgr. Kandiyohi Farmers Union Elvtr. Co.

Duluth, Minn.—John F. McCarthy, who was a member of McCarthy Bros. Co., pres. of the Capitol Elvtr. Co. here and vice-pres. of the International Elvtr. Co. of Duluth and Minneapolis, died April 28. He formed the company of which he was head at the time of his death, in 1890, and was also active in organizing the old Hall Grain Co. which was later merged into the present Capitol Elvtr. Co. He is survived by his wife, three daughters and four sons.

Minneapolis, Minn.—Requests for transfer of the following memberships in the Chamber of Commerce have been posted: From W. B. Parsons to H. C. Putman, from H. C. Putman to O. F. Olson, from E. P. Kilroe to Darrell L. Barber. The following membership has been transferred: From J. A. Willis, Jr. to R. B. Kinney. Applications for traveling representative licenses have been made for A. C. Wright to represent McDonald & Wyman Co., P. M. Ingold to represent Froedtert Grain & Malting Co.

## MISSOURI

St. Joseph, Mo.—The Missouri-Kansas Grain Co. is out of business.

St. Joseph, Mo.—The Great Western Elvtr. is not in operation at present.

St. Joseph, Mo.—The Elwood Elvtr. of Elwood, Kan., is not in operation at present.

Auxvasse, Mo.—A. Frank Stephens bot the Auxvasse mill and elvtr. from Kay Maupin.

St. Joseph, Mo.—B. C. Christopher & Co. of Kansas City have discontinued their office here.

St. Joseph, Mo.—Mail addressed to the Fuller Grain Co. has been returned as it was unclaimed.

Gilliam, Mo.—G. L. Mayfield succeeded me as mgr. of the Farmers Elvtr. Co. here.—Frank L. Summers.

Slater, Mo.—The Slater Mill & Elvtr. Co. will shut down the mill and elvtr. and install electric motors.—John Reiderer.

Polo, Mo.—We have let contract for a store building and warehouse 60x100-ft., 2 stories high. The work has been started.—Polo Elvtr. Co.

Armstrong, Mo.—I am operating the elvtr. I purchased from Fife & Walkup under the name of the Farmers Grain & Feed Exchange.—Frank L. Summers.

Conception Junction, Mo.—The loss on the elvtr. of B. V. Kirby Grain Co., which burned recently, is placed at \$9,000 by the owners. It was partially insured.

Jefferson City, Mo.—The G. H. Dulle Milling Co. has increased its capital stock to \$205,000. E. H. Dulle is pres., S. H. Dulle, vice-pres., and Jos. Dulle, sec'y and treas.

St. Joseph, Mo.—W. F. Shepard of Button-Simmons Grain Co. has been elected to membership in the Grain Exchange on transfer from B. S. Koehler, Hastings, Neb.

Sumner, Mo.—The Sumner-Forker Grain Co. will be closed out because of financial difficulties. The elvtr. and warehouse here and the warehouse at Forker, together with a stock of grain, feed and coal, were sold by auction May 1.

Salisbury, Mo.—S. J. Leach, who was sec'y of the Humansville Mill & Elvtr. Co. at Humansville, is now mgr. of the Farmers Elvtr. here. Mr. Leach writes: "The farmers are building a concrete elvtr. storage, grain 16,200 bus., feed 12 cars. We will do a general grain, flour and feed business."

Jefferson City, Mo.—Private grain elevators in Missouri will be open to farmers to store grain under the Painter-McCawley bill which was signed by Governor Hyde and which goes into effect the latter part of June. All elevators are declared public warehouses, with the exception of those used to store grain grown by owner or lessee, those of less than 25,000 bus. capacity, those in towns of less than 5,000 population, those more than 10 miles from such towns, and those connected with mills. Elevator operators who are not excepted are required to receive, load, ship or reship all grain as ordered by the producer. Rates for such services will be fixed by the state warehouse commissioner. Grain is consigned to the commissioner and he issues warehouse receipts, inspects the grain and places it in any warehouse he selects. Fine for refusal to comply with the law is placed at from \$1,000 to \$5,000. Elevator owners not equipped to handle grain cannot be forced to do so.

Richmond, Mo.—We have started construction of our new 30,000-bu. elvtr. It will be of crib construction covered with iron, with all modern conveniences for handling all kinds of grain. The elvtr. is expected to be completed in June. The estimated cost is \$15,000.—R. V. Seward Grain Co.

## KANSAS CITY LETTER

M. B. Sharp has been elected to membership in the Board of Trade.

Members of the Board of Trade voted April 30 in favor of the amendments to the rules to conform with provisions of the grain futures act.

Geo. E. Liggett has left the F. E. Ransom Coal & Grain Co. and gone to Leavenworth, Kan., to form a partnership with Wm. A. Cranston in the Cranston-Liggett Grain & Feed Co.

The Armour Grain Co. has plans for making improvements at Santa Fe Elvtr. "A," the 5,500,000-bu. house operated by the company. Six hundred thousand dollars will be spent to increase the unloading capacity of the house from 125 cars daily to 300 cars. Work will start at once.

Herbert C. Monks, a local board of trade member, and Carl Finster, a sampler with the board of trade sampling department, received \$200 each from the government recently as a reward for the discovery and subsequent arrest of 5 men who were stealing parcel post mail from the sub-station in the board of trade building.

The brick grain and feed storage house of the F. E. Ransom Coal & Grain Co. was destroyed by fire recently. Defective wiring or lightning is believed to have caused the fire. Ground feed, hay and straw valued at \$45,000 were destroyed and 8 motor trucks were damaged to the extent of \$25,000. Loss to the building was estimated at \$35,000. The total loss is covered by insurance and rebuilding of the structure will begin immediately.

## ST. LOUIS LETTER.

The Bushfield Grain Co. is out of business.

The Missouri Farmers Ass'n will make application for membership in the Merchants Exchange.

Mrs. Elizabeth Messmore, wife of John L. Messmore, former pres. of the Merchants Exchange, died at her home recently.

J. S. Bache & Co. of Chicago have opened an office in the Merchants Exchange Building under the management of George Harsh.

C. A. Wilson, who was head of the grain sampling department of the Merchant's Exchange, has gone to Atlanta to manage a feed mill.

The certificates of membership of W. K. Ewing, Wm. T. Todt and Michael W. Freund in the Merchants Exchange have been surrendered for purchase and cancellation.

The Norris Grain Co. is contemplating the operation of a St. Louis elvtr. The Chicago office of the company reports that the deal is being handled thru the New York office.

T. B. Morton will serve the unexpired term of R. R. De Armond on the board of directors of the Merchants Exchange. Mr. De Armond resigned to become supervisor of the department of weights and sampling of the exchange.

## MONTANA

Bowdoin, Mont.—Mail addressed to the Occident Elvtr. Co. has been returned.

Brady, Mont.—The Gallatin Valley Elvtr. Co.'s and the Lewis Grain Co.'s houses have been painted.—Equity Co-op Ass'n.

Harlem, Mont.—The Big Flat Grain Co. has been incorporated by L. G. Truesdell, M. L. Johnson, et al. Capital stock, \$10,000.

Culbertson, Mont.—We are going to put a concrete foundation under our elvtr. this summer, also other improvements.—Farmers Elvtr. Co.

Big Sandy, Mont.—The Greely Elvtr. Co. has purchased the Farmers Produce Co.'s elvtr. which has been operated under lease. They will make extensive repairs on the elvtr.

## NEBRASKA

Lyons, Neb.—Jas. Coneally is now mgr. of the Farmers Co-op. Grain Co.

Riverdale, Neb.—The Farmers Elvtr. was sold at an auction recently for \$19,400.



Walthill, Neb.—I am painting and repairing my elvtr. here.—J. J. Mullaney, Sioux City.

Oakland, Neb.—We are successors to the Swanson Grain & Coal Co.—Swanson-Anderson Co.

Memphis, Neb.—The Farmers Union Co-op. Ass'n had their elvtr. here overhauled by the Birchard Construction Co.

David City, Neb.—The David City Farmers Elvtr. Co. will remodel its elvtr. The Birchard Construction Co. has the contract.

Greeley, Neb.—The Farmers Grain & Mercantile Co. is successor to the Farmers Co-op. Ass'n. I am mgr. and sec'y.—B. H. Cronin.

Lexington, Neb.—Contract for overhauling and installing machinery in the Farmers Elvtr. has been let to the W. H. Cramer Construction Co.

Humboldt, Neb.—The mill of the O. A. Cooper Co. will be completed by June 1 if no unforeseen hindrances occur. Some machinery is yet to come.

Ashland, Neb.—The Albers Commission Co. of Omaha will make some improvements in its elvtr. here. The Birchard Construction Co. has the contract.

Tecumseh, Neb.—Walter C. Bouton has purchased the Farmers Elvtr. Co.'s property and equipment. He owned it before selling to the farmers in 1918.

South Omaha, Neb.—Kilpatrick Bros. & Doyle are erecting a 15,000-bu. cribbed elvtr. at their feed yards three miles out of this place. Birchard Construction Co. is doing the work.

Shelby, Neb.—The Dunning Grain Co. has covered the shingle roof of its elvtr. with galvanized iron and installed a motor in fireproof enclosure. The Birchard Construction Co. did the work.

Albion, Neb.—The Albion Milling Co.'s plant, which was recently purchased for the Interstate Grain & Milling Co. of Denver, Colo., is being overhauled. The elvtr. is now in operation but is being remodeled.—Albion Mills.

Hooper, Neb.—H. J. Shaffer, who resigned as mgr. of the Trans-Mississippi Grain Co.'s elvtr. at Castana, did so to undergo an operation. On his recovery, which is expected some time in June, he will again engage in the grain business.

Daykin, Neb.—The recently incorporated Farmers Co-op. Elvtr. Co. is a reorganization of the old Farmers Elvtr. Co. I am mgr. of the new company.—W. C. Cherrington. The Farmers Co-op. Elvtr. Co. is installing a Richardson Automatic Scale and making extensive repairs on its elvtr. The Birchard Construction Co. has the contract.

## NEW ENGLAND

Richford, Vt.—Work on the addition to the Quaker Oats plant here will soon begin.

Pawtucket, R. I.—C. A. Bowen, retired grain dealer, died recently. He had been connected with Bowen Bros. before retiring.

Raynham, Mass.—Melvin Gilmore Williams, for years in the grain and hay business, died recently. His widow, one son and daughter survive him.

Gloucester, Mass.—The grain elevator of D. B. Hodgkins & Sons is being raised. It had sagged considerably, especially in the center, where the drop amounted to one foot.

White River Junction, Vt.—The new public warehouse known as the Vermont Warehouse Co., incorporated, furnishes storage for grain as well as other commodities.—H. A. Perkins Co., Incorporated.

Wells, Me.—A. A. Whiting, town treasurer and grain dealer, disappeared recently and his books showed a shortage of \$22,079.98. No action has been taken against him by the town, but creditors have attached his grain business here and at North Berwick.

## NEW YORK

Ashwood, N. Y.—We are erecting a new 6,000-bu. grain elvtr. here.—Dailey Bros., Inc., of Rochester.

North Greece, N. Y.—We are erecting a new 6,000 bu. grain elvtr. here.—Dailey Bros., Inc., of Rochester.

Chatham, N. Y.—The Chatham Farmers Exchange has been incorporated by W. N. Gould, F. Bemis, L. Eberle, to deal in grain, groceries, etc. Capital stock, \$30,000.

East Pembroke, N. Y.—E. H. Miller & Son, whose mill burned in March, will rebuild on the same site.

Ransomville, N. Y.—Glen H. Foote is erecting a new 10,000-bu. elvtr. here.—Dailey Bros., Inc., of Rochester.

Spenceport, N. Y.—We are erecting a new 6,000-bu. grain elvtr. here.—Dailey Bros. Incorporated of Rochester.

Buffalo, N. Y.—John Lane, formerly superintendent of the Mutual elvtr., is now superintendent of the Dellwood Elvtr.

Sherburne, N. Y.—The Sherburne Grain & Coal Co. has been incorporated by S. C. Webb, E. G. Beechwood and E. B. Clark. Capital stock, \$60,000.

Ithaca, N. Y.—Our executive and sales office has been moved from Syracuse to Ithaca.—E. C. Weatherby, assistant sec'y Co-op. G. L. F. Exchange, Inc.

New York, N. Y.—We are closing our New York office of which Harry Watson was vice-pres. and maintaining the main office in New Orleans.—C. B. Fox Co., Inc.

Lyndonville, N. Y.—B. C. Squires of Ashwood has purchased the plant of the Yates Milling Co. here and is erecting a 1200-ton coal pocket in addition to the present property.—Dailey Bros., Inc., of Rochester.

New York, N. Y.—Creditors of the defunct stock brokerage firm of Kardos & Burk charged recently before Peter B. Olney, referee in bankruptcy, that the firm was insolvent before its re-organization two years ago.

New York, N. Y.—Judge Nott in general session recently, denied a motion to dismiss charges against E. M. Fuller accused of defrauding customers of his brokerage firm of \$5,000,000 thru bucketing orders.

New York, N. Y.—The memberships of Edward Weismann and Max Stein in the Produce Exchange have been transferred to the Neumond Export Corporation of which Edward Weismann is pres. and Max Stein is sec'y.

Buffalo, N. Y.—The Abel Forwarding Co. has been incorporated with E. J. Nolan, pres. and treas., Cleveland Pond, vice-pres. and E. A. Nordstrom, sec'y. The firm will do a general domestic forwarding and export of grain. The Marine Elvtr., which is owned by them is contemplating the erecting of a new concrete elvtr. on a site which was purchased some time ago.

## NORTH DAKOTA

Thorne, N. D.—Dave Ramsey is now mgr. of the Farmers Grain Elvtr.

Fessenden, N. D.—H. F. Speiser and Adolph Sauer plan to erect a flour mill here.

Oriska, N. D.—C. F. Schoen is having his elvtr. repaired by the T. E. Ibberson Co.

Prosper, N. D.—The Prosper Farmers Elvtr. Co. has installed a new flap cleaning machine.

Milroy, N. D.—Mail addressed to the Dodge Elvtr. Co. has been returned as it was unclaimed.

Garske, N. D.—The elvtr. owned by the Garske Elvtr. Co. is being repaired by the T. E. Ibberson Co.

Mapleton, N. D.—The Farmers Elvtr. Co. has had its elvtr. repaired.—M. Arneson, agt. Andrews Grain Co.

Fingal, N. D.—The warehouse of the Grain & Implement Co. has been taken over by the Atlantic Elvtr. Co.

Fortuna, N. D.—Work has been started on the 40,000-bu. elvtr. being erected for the Farmers Elvtr. Co.

Mapleton, N. D.—We have built a new concrete foundation under our elvtr.—M. Arneson, agt. Andrews Grain Co.

Hamberg, N. D.—We are installing a truck dump and remodeling the plant.—John Purser, mgr. and agent. Minnekota Elvtr. Co.

Washburn, N. D.—The Farmers Elvtr. Co. is having the plant repaired by the T. E. Ibberson Co. New truck dumps, scales and etc. are being installed.

Medina, N. D.—Our elvtr. is being repaired and an addition is being built. The old part is being raised 10 ft. higher.—Powers Elvtr. Co., Gus Opp, mgr.

Murray (Mayville p. o.), N. D.—The Murray Farmers Grain Co., incorporated with a capital stock of \$25,000. Incorporators are Howard Henretta, E. A. Ulland and R. E. Holland, all of Mayville.

Minot, N. D.—The Minot Farmers Co-op. Grain Ass'n is going to put in a new scale and an air, truck dump this summer.—S. Soine, mgr. Farmers Co-op. Elvtr. Co.

## OHIO

Cincinnati, O.—McQuillan & Co. have moved to the Miller Building.

Orville, O.—The Orville Milling Co. will remodel its 700-bbl. mill.

Ney, O.—I. E. Spittler succeeds C. E. Doud as mgr. of the Ney Co-op. Elvtr. Co.

Risingsun, O.—C. A. Kureth has resigned as mgr. of the Farmers Commercial Grain & Seed Co.'s elvtr.

Nevada, O.—Earl C. Keeler of Waldo, O., is now mgr. of the Nevada Farmers Grain Co.'s elvtr. here.

New Knoxville, O.—We will install different power and a new grinder at our plant here.—The Detjen Grain Co.

Cincinnati, O.—The old Central City Elvtr., recently occupied by the Mueller Grain Co., has been taken down.

Kennard, O.—J. A. Caldwell now operates the elvtr. here formerly operated by J. L. Hewling who was killed in Jan.

Croton, O.—O. J. Clyde Montgomery bot the Croton Farmers Exchange Co.'s elvtr. and warehouse at the receiver's sale, April 25.

Jewell, O.—The elvtr. of the Jewell Grain Co. has been completed. The capacity of the elvtr. is 14,000 bus. and is electrically equipped.

Bellevue, O.—The flour mill and grain elvtr. of the Bellevue Flour Mills Co., which is bankrupt will be sold by the court to satisfy creditors.

Groveport, O.—A correction should be made in the List of Regular Grain Shippers of Ohio to show that Wm. Leyshon ships shelled corn but no ear corn.

Columbia Station (Olmstead Falls p. o.), O.—Alva Dickey of Sherwood, O., is now mgr. of the farmers elvtr. here, a branch of the United Farmers Exchange Co.

Delphos, O.—The Hessian Elvtr. Co. has been given notice by the A. C. & Y. Railroad Co. to raze its elvtr. The elvtr. is being operated by F. B. Schmelzer & Son.

Kings Creek (Urbana p. o.), O.—The Farmers Co-op. is not operating the elvtr. owned by Alden Beatley as erroneously reported in the "Regular Grain Shippers of Ohio."

Cleveland, O.—The Lederer Milling Co. has been incorporated by Milton S. Grossman, A. D. Mulligan, Samuel Levin, M. J. Sperber and J. Kohrman; capital stock, \$50,000.

Columbus, O.—The Columbus Guarantee Mortgage Co. bot the Capital Milling Co. at a public sale for \$32,000. The mill has a capacity of 425-bbls. and is valued at \$47,500.

Okeana, O.—The Township Elvtr. Co. incorporated for \$25,000. Incorporators are O. P. Davis, G. W. Jeffries, W. R. DeArmond, Fred J. Walthers, Oliver Gillespie and Abner Francis.

Sabina, O.—We have purchased the S. M. Thorne Elvtr. here and will operate in connection with our Port William, O., plant with W. A. Linkhart in charge at Sabina.—O. W. Linkhart & Son.

Centurburg, O.—The "Regular Grain Shippers of Ohio" should include under this town, G. J. Burrer & Sons, M. & E. 4M. estab. 35 yrs. (Flr. and Feed) G. J., K. O., and P. P. Burrer, firm.—K. O. Burrer.

Mendon, O.—The Mendon Equity Exchange Co. is out of business. The company is unable to buy grain as it is about 10 miles from a shipping point, and it lost the railroad that passed near the plant.

Cincinnati, O.—Judge Stanley Struble granted the Early & Daniel Co. a temporary injunction against elvtr. employees who went on a strike recently when refused an increase from 45c to 52c an hour. The men went back to work later.

Haviland, O.—My lease on the 3 elvtrs. now operated by me will expire June 30 and the houses will be sold at a receiver's auction on that date. The location of the properties is Haviland, Worstville (Payne p. o.) and Tipton.—W. S. Bricker.

Cleveland, O.—The Ohio Grain Dealers Ass'n annual summer meeting will be held here on June 20 and 21. J. W. McCord, sec'y, advises that a very interesting program has been arranged. Entertainment will be furnished by the Grain and Hay Exchange of the Chamber of Commerce who will be hosts for the dealers.



Canton, O.—J. A. Jeffers, receiver for the Canton Feed & Milling Co., filed a statement in common pleas court which shows that the receiver operated the business on a profit from Feb. 9 to Mar. 31. The gross business was \$33,000 with a gross profit of \$5,961.02, and a net profit of \$442.06 after all expenses had been paid.

## OKLAHOMA

Richland, Okla.—C. C. Colley is mgr. for the El Reno Mill & Elevtr. Co. here.

Collinsville, Okla.—The Holloway - Grover Grain Co. is building a warehouse.

Hominy, Okla.—The Hominy Grain Co. is installing motor power in its elevtr.

Wagoner, Okla.—The mill and elevtr. of the V. Lamb Milling Co. burned recently.

Oklahoma City, Okla.—David C. Kolp, a wholesale grain dealer, died recently.

Covington, Okla.—Our elevtr. has been completed.—Geo. Boepple, Boepple Grain Co.

Enid, Okla.—W. B. Johnson is having his elevtr. repaired by the Southwestern Engineering Co.

Breckinridge, Okla.—I am now agt. for the Enid Milling Co., succeeding W. M. Randell.—H. J. Rowley.

Minco, Okla.—The El Reno Mill & Elevtr. Co. is installing a new 10-ton Fairbanks Scale in the elevtr. here.

Erick, Okla.—I am putting in a new 10-ton Fairbanks Auto Truck Scale, new leg and truck dump.—G. E. Harris.

Garber, Okla.—M. C. McCafferty will have a 10-ton truck scale installed in his elevtr. by the Southwestern Engineering Co.

Oklahoma City, Okla.—The Marshall Grain Co. has been incorporated by S. A. Marshall, W. J. Pickard and S. C. Masters. Capital stock, \$10,000.

Salt Fork, Okla.—The Salt Fork Wheat Growers Ass'n has been incorporated by L. D. Gilbert, J. T. Meece and G. R. Cowen. Capital stock, \$15,000.

Banner, Okla.—Mr. Owens, former mgr., Farmers Elevtr. at Union City, succeeds Jesse Newland, who resigned as mgr. of the Farmers Co-op. Elevtr.

Afton, Okla.—The Afton Flour Mill will open soon. The mill, which burned last fall, has been entirely rebuilt and new machinery has been installed.

Enid, Okla.—We have sold our entire line of elevtrs. in the state, consisting of 17, to the Enid Milling Co.—Wm. Randels, of W. M. Randels Grain Co.

Hydro, Okla.—The El Reno Mill & Elevtr. Co. is installing a new 10-ton Fairbanks Scale. Julius Smith succeeds C. T. Willis who resigned as mgr. of the elevtr. here.

Ingersoll, Okla.—Orville Pfeifer, who was mgr. for the Farmers Union Co-op. Ass'n, has gone to Cherokee, Okla. to be mgr. of the Farmers Co-op. Ass'n there.

Guymon, Okla.—Isaac Alford, formerly of Peru, Kan., bot the old mill here from J. W. Allen. New machinery has been ordered and the old machinery and building will be repaired.

Holdenville, Okla.—The Holdenville Mill & Elevtr. Co. will build a fourth warehouse here soon. The company operates a small mill and 2 grain elevtr. and deals in flour, feed, grain and hay.

Breckinridge, Okla.—I am no longer mgr. of the Farmers Co-op. Grain & Supply Co. The company leased its elevtr. to Chas. McFarland of Texhoma for the coming season.—Geo. McFarland.

Union City, Okla.—The El Reno Mill & Elevtr. Co. has installed a new Fairbanks Truck and Wagon Dump and has roofed the elevtr. with copper shingle roofing. Mr. Owens has resigned as mgr. here.

Vinita, Okla.—The B. H. Drennan Grain Co. suffered a severe loss from fire at midnight April 23 when the mill and elevtr. burned. A carload of wheat and a car of oats were burned.—Farmers Elevtr. Co.

El Reno, Okla.—Our elevtr. was damaged by lightning on Apr. 24 which destroyed the cupola roof and the rain ruined the grain. We will enlarge our elevtr. capacity by running up the bins, adding about 10,000 bus. storage.—P. N. Kroeker, owner, Farmers Mill & Grain Co.

Cherokee, Okla.—Roscoe Grimm, former mgr. of the Farmers Co-op. Ass'n, is now superintendent of the grain department of the Cherokee Mills. Orville Pfeifer, former elevtr. mgr. at Ingersoll will succeed him.

Enid, Okla.—E. M. McCracken, who was mgr. of the Southwest Wheat Growers Ass'n, died recently. He was pres. of the Texas Wheat Growers Ass'n and was one of the organizers of the Southwest Wheat Growers Ass'n.

Burlington, Okla.—The Buffalo Farmers Co-op. Elevtr. Co. is having repairs made on its elevtr. by the Southwestern Engineering Co. and also having a 5-bu. Richardson Automatic Scale installed and waterproofing the boot pit.

Elk City, Okla.—F. J. Graham, formerly with the Hadley Mills of Olathe, Kan., is now sales mgr. for the American Milling Co. G. H. Garner, who was bookkeeper, is now traveling for the firm. They have installed a new 180-h.p. oil engine and a feed grinder.

Oklahoma City, Okla.—E. R. Humphrey, general mgr. of the Great West Mill & Elevtr. Co. at Amarillo, Tex. will take the place of W. A. Barlow, assistant general mgr. of the Oklahoma City Mill & Elevtr. Co., who will go to Amarillo to succeed Mr. Humphrey.

Gage, Okla.—The Farmers Co-op. Ass'n held a meeting recently to consider bids that had been advertised for to sell the plant and equipment of the company. However, the bids were in such sums that the board deemed them unworthy of consideration and it was decided to take another 60 days to negotiate the sale.

Enid, Okla.—The Enid Terminal Elevtr. Ass'n has made application for \$200,000 of state money under the law appropriating \$1,250,000 to be invested in first mortgage bonds to be used in erection of warehouse and terminal elevtrs. The State Board of Agriculture has appointed H. O. Miller of Norman, warehouse superintendent.

Oklahoma City, Okla.—The annual convention of the Oklahoma Grain Dealers Ass'n occurs May 22 and 23 at this place with headquarters at the Skirvin Hotel. Com'ites are now working on the various features of the meeting in the way of a program and entertainment that will keep the dealers interested every minute while in town. Speakers from abroad as well as home talent will address the members on topics of vital interest to all in the grain trade.

## OREGON

Portland, Ore.—The Crown Mills has been incorporated for \$1,500,000 by W. J. Burns, D. A. Pattullo and John Latta.

Fairview, Ore.—We bot the Sun Dial Ranch Mill in March. It is already equipped and is situated on the O. W. R. & N. Railroad.—M. L. Morrison, Fairview Grain & Warehouse Co.

Portland, Ore.—The Gray-Rosenbaum Grain Co. has liquidated. J. H. Pease and W. H. Foster, vice-presidents of the company, have established in Seattle a subsidiary company of Bunge & Co.

Ontario, Ore.—I have sold the business of the Cash Grain Co. to the Andrews Grain Co., recently incorporated, and purchased the Nampa Seed & Grain Co.'s business at Nampa, Ida.—E. W. Howland.

Astoria, Ore.—The Port of Astoria Elevtrs. here have added sufficient equipment this season to double their handling capacity making the total capacity 40 cars daily. The total storage capacity is 1,200,000 bus.—L. C. McLeod, Astoria Flouring Mills Co.

## PENNSYLVANIA

Columbia, Pa.—C. W. Kloidt plans to erect a flour mill and has already let the contract. The building will be of concrete and steel and will be fireproof.

### PHILADELPHIA LETTER.

Marshall H. Robinson has applied for membership in the Commercial Exchange.

Application has been made by S. F. Collins for membership in the Commercial Exchange.

The Philadelphia & Reading Railway Co. has plans for the erection of a grain elevtr. at Port Richmond to cost \$3,000,000. The initial capacity is 2,500,000 bus. but can be increased to 3,500,000 bus. by adding units whenever conditions warrant it. The present elevtr. here of the company will continue to operate.

The creditors of Woodward & Co., grain, feed and hay merchants, met recently to readjust their financial affairs.

Mrs. Wm. M. Richardson, wife of Wm. M. Richardson, pres. of the Philadelphia Export Co., was bound and gagged by robbers who entered her summer home at Atlantic City, N. J. Valuables amounting to \$60,000 were taken.

## SOUTH DAKOTA

Hamburg, S. D.—I am painting and repairing my elevtr. here.—J. J. Mullaney, Sioux City.

Wagner, S. D.—I am painting and repairing my elevtr. here.—J. J. Mullaney, Sioux City.

Winner, S. D.—Nye-Schneider-Jenks are enlarging and improving their elevtr. here.—Rosebud Grain Co.

Sioux Falls, S. D.—We expect to buy or build another house and also make improvements at the stations we now operate.—L. B. Spracher & Co.

Bridgewater, S. D.—The old G. Heckenliabie elevtr. here is being taken down and the lumber salvaged by a local contractor.—Shanard Elevtr. Co.

Morristown, S. D.—W. G. Lee & Co. has been incorporated by William O'Laughlin, Darlene E. O'Laughlin and Walter G. Lee. Capital stock, \$6,000.

Lake Preston, S. D.—Gunder Lunde has let contract to the T. E. Ibberson Co. for the erection of a 5-bin coal handling plant. Work will start at once.

Aurora, S. D.—The elevtr. of the Atlas Elevtr. Co., which contained 2,000 bus. of grain burned recently. The estimated loss is \$15,000 and is partially insured.

Selby, S. D.—We are installing a Richardson Automatic Scale at the head, and a 10-ton scale in the driveway as well as an auto dump.—H. A. Campbell, mgr., Equity Union Exchange.

Watertown, S. D.—The Lytle Grain Co. of Conde, S. D., has purchased the elevtr. formerly operated by G. H. Smith, which was closed. They will remodel it and operate an elevtr. and feed mill.

Bryant, S. D.—The Farmers Elevtr. Co., whose elevtr. burned in March, has let contract to the T. E. Ibberson Co. for the erection of a new 13-bin elevtr., one leg, iron clad house. Work will start soon.

Colman, S. D.—A farmers co-op. company will be formed here with a capital stock of \$50,000. The local farmers elevtr. charter expires this summer and the new company plans to take over the elevtr.

Chelsea, S. D.—The Chelsea Grain Co.'s elevtr. was almost totally destroyed by fire on April 10. The company has purchased the former Security Elevtr. and will make some general improvements on it.

Colton, S. D.—The Colton Grain Co.'s office was entered by thieves recently but nothing of any value was taken. The Farmers Elevtr. Co.'s office was robbed and \$63.14 in cash and some checks were taken. The office of T. B. Martin was entered by thieves, but nothing of value was taken.

Ordway, S. D.—The elevtr. of the Atwood Larson Co. of Duluth, leased by H. Aughinbaugh burned recently, and coal sheds and a new lumber shed were also destroyed. One thousand eight hundred bus. of grain and 12 tons of coal burned. It is believed a hot box caused the fire. Loss, \$16,000, which was fully covered by insurance.

## SOUTHEAST

Norfolk, Va.—The Davis Milling Co. will discontinue its business after July.

Shelby, N. C.—The Eagle Roller Mills has let contract for the erection of a 5-story mill building.

Ellendale, Del.—The flour mill here owned by I. P. Baker was destroyed by fire recently. One thousand dollars worth of grain was in the mill. Loss \$10,000, partly insured.

Greensboro, N. C.—The Hill Flour Mills Corporation, recently incorporated with a capital stock of \$300,000, plans to erect a six story flour mill plant, with a daily capacity of 400 to 500 barrels. Elevtrs. will have a capacity of about 75,000 bus. Wm. B. Hill is head of the company.



## TENNESSEE

Memphis, Tenn.—Edward Moon died recently of apoplexy at the age of 70 years. He was formerly with Edward Moon & Co., having retired from active business several years ago.

Memphis, Tenn.—Harry J. Hasenwinkle, of H. J. Hasenwinkle & Co. died recently at his home, at the age of 54, after an illness of two weeks. He is survived by two sisters and a brother, Ralph.

Chattanooga, Tenn.—The Mountain City Milling Co. will increase its capacity by erecting 4 concrete grain tanks. When they are completed the total storage capacity of the plant will be 375,000 bus.

Nashville, Tenn.—W. H. Binkley, who was Federal Grain inspector with headquarters at the Mobile Chamber of Commerce, has returned here and will resume his work in the Grain Exchange where he is assistant chief inspector.

Union City, Tenn.—The Model Mill Co., of Jackson, has organized a stock company to build a flour mill here to have a capacity of 200 bbls. of flour daily. The organizers are H. W. Monroe, pres.; G. W. Monroe, sec'y and treas.; directors are H. W. Monroe, J. V. McLeod, G. W. Monroe, C. E. Pigford, W. Q. Daugherty, C. B. Crider and Reager Motlow.

## TEXAS

Plano, Tex.—We are making some general repairs on our plant.—Stark Grain & Elvtr. Co.

Gainesville, Tex.—The Whaley Mill & Elvtr. Co. has increased its capital stock from \$100,000 to \$400,000.

Dundee, Tex.—We will make minor repairs to our station here.—J. C. Mytinger, pres. Mytinger Milling & Grain Co.

Harrold, Tex.—We will make minor repairs to our station here.—J. C. Mytinger, pres. Mytinger Milling & Grain Co.

Lubbock, Tex.—J. F. Patterson and C. J. Leland of Roswell, N. M., will engage in the grain and feed business here.

Orange, Tex.—Bruce H. Carter, mgr. of the Orange Grain Co., has purchased a half interest in the business of the company.

Venus, Tex.—The Venus Milling Co. succeeded the Venus Mill & Elvtr. Co.—L. E. Elkridge, treas. and mgr. Venus Milling Co.

Seymour, Tex.—The Seymour Mill & Grain Co. incorporated; capital stock, \$11,000, by J. R. Haley, Roy Quisenbury and C. L. Martin.

Ft. Worth, Tex.—The Terminal Grain Co. is erecting a warehouse 100x200-ft. for storing grain and bran, with a capacity of 200 cars.

Dallas, Tex.—We leased a large hay warehouse from the Daltex Grain Co. and have converted it into a grain house.—Doggett Grain Co.

Waco, Tex.—W. M. Foster, broker and grain dealer, has filed a voluntary petition in bankruptcy. Liabilities are \$243,808 and assets, \$238,932.

Ranger, Tex.—Werner Klinger is in charge of a grain elvtr. here and is installing a 50-bbl. self-contained mill with corn outfit for K. C. Jones.

Waco, Tex.—The Waco Grain Exchange, at its annual meeting recently held elected Fred C. Cornforth, pres., Harry Stover, vice-pres., and J. M. Henshaw, sec'y.

Houston, Tex.—The Port Commission has let contract to the John S. Metcalf Co. for plans and specifications for a reinforced concrete elvtr. of 1,200,000 bus. capacity.

Amarillo, Tex.—The annual convention of the Panhandle Grain Dealers Ass'n will be held May 21, instead of May 15 as first announced, at Amarillo, Tex.—Lester Stone, sec'y.

Plainview, Tex.—C. S. Cunningham, who was station agent for the Santa Fe at Lockney, succeeds Frank Armstrong, who resigned, as mgr. for the R. C. Ayres Milling & Grain Co.

Fort Worth, Tex.—Officers of the Fort Worth Grain & Cotton Exchange, recently elected, are G. E. Cranz, pres.; Chas. Lit le, vice-pres.; R. K. Whitty, treas., and R. C. Underwood, R. K. Whitty, James S. Simons, Jr., R. I. Merrill and G. K. Blewett, directors.

Amarillo, Tex.—J. D. Hunter, former mgr. of the Panhandle Grain & Elvtr. Co., is now mgr. of the Amarillo Cotton Exchange, established by A. F. Felder & Co. of Dallas. Mr. Hunter will also operate in grain with offices with the Amarillo Brokerage Co.

Amarillo, Tex.—J. S. Cole of Hico, Tex., formerly traffic mgr. for J. F. Weiser & Co., succeeds Hamlin Palmer, who died recently, as traffic mgr. of the Panhandle-Plains Chamber of Commerce.

Fort Worth, Tex.—Visitors attending the annual meeting of the Texas Grain Dealers Ass'n at this city May 25 and 26 are promised a good time by the local dealers who are working on an entertainment program.

Muleshoe, Tex.—We have moved our headquarters to this town and will keep up the business here, but will add the gin business. We moved from Lavon, Tex.—R. L. Brown. Mr. Brown operated three elvtrs.

Leonard, Tex.—We have been in the grain business for six years and are just changing from an individual firm partnership and incorporating, as reported in the Journal April 25.—W. W. Rogers Grain Co., by W. W. Rogers, mgr.

Amarillo, Tex.—W. A. Barlow, assistant general mgr. of the Oklahoma City Mill & Elvtr. Co. will take the place of E. R. Humphrey, general mgr. of the Great West Mill & Elvtr. Co. here, who goes to Oklahoma City to succeed Mr. Barlow.

Austin, Tex.—A state income tax bill is now pending in the legislature. The bill has been analyzed to be more severe than the Federal Income Tax bill. Another state income tax bill which has been introduced provides for a tax of 4 per cent on all gross annual incomes derived from personal services, with exceptions at \$1,500 for persons not the head of a family, and \$3,000 for married persons, or unmarried persons who are heads of families.

## UTAH

Salt Lake City, Utah.—Work has been started on the mill and elvtr. being erected for the Husler Flour Mills.

## WASHINGTON

Bellingham, Wash.—Henry Ford is disposing of his grain and feed business.

Edwall, Wash.—The Edwall Grain Co. is having its large elvtr. and warehouse painted.

Seattle, Wash.—D. R. Fisher Co. incorporated for \$200,000 to own, construct, operate and lease or sell wharves, warehouses, etc.

Spokane, Wash.—The office of Geo. A. Hardgrove, grain supervisor of the U. S. Department of Agriculture, has been removed to the Peyton Building.

Pasco, Wash.—The Pasco Grain & Mlg. Co. is building a 110,000-bu. elvtr. and expects to have it completed by Aug. 15. H. L. Copeland & Co. have the contract.

Seattle, Wash.—The fire by which W. F. Jahn & Co. sustained a loss of \$1,500 on the building and \$6,000 to stock was not in their grain warehouse but in the building department a mile distant.

Seattle, Wash.—The Seattle Port Commission Elvtr. & Annex is extending unloading hoppers, installing new scouter and additional sea spouts, which will increase the receiving and delivering capacities by two-thirds.

Rockford, Wash.—The recently incorporated Rockford Grain, Feed & Implement Co. succeeds the Farmers Grain & Fruit Growers Union. I. Daniels is mgr. of the new company. —Dennis Sullivan, former mgr. of the Farmers Grain & Fruit Growers Union.

Seattle, Wash.—We are in a transitional stage of development, uncertain whether to continue the utilization of existing flat warehouses for storing sacked grain or scrap this equipment in favor of new tanks for bulk storage. If we have a good crop this year it is more than probable there will be an impetus in the building of new elvtrs. for handling grain in bulk. At present we are "marking time."—F. R. Hanlon.

Olympia, Wash.—An amendment to the warehouse law of the state was made by the last legislature. One provision is to the effect that warehouses bonded under the federal warehouse act need not be bonded under the state law. When a warehouse receipt holder pays the charges and delivers the receipt to the warehouseman he is entitled to a trust receipt in lieu of the receipt surrendered. When the warehouseman furnishes a B/L covering the commodity described in the trust receipt, the trust receipt is returned to him.

## WISCONSIN

Elk Mound, Wis.—The Wisconsin Milling Co. will install a 24-in. attrition mill in its elvtr.

Ellsworth, Wis.—The Equity Exchange of Prescott has purchased the Flemming Bldg. to use as a flour and feed store.

Galesville, Wis.—The Crawford-Reitmann Mill Co. has been incorporated by B. Davis, A. Sager and E. Bartelett; capital stock, \$20,000.

Madison, Wis.—The International Milling Co. has been incorporated by F. Bean, Sr., F. Bean, Jr., and W. Harvey; capital stock, \$6,000,000.

Eau Claire, Wis.—The mill and elvtr. of the Wisconsin Grain & Cereal Co. burned May 2 with a loss estimated at \$100,000. Loss is partly covered by insurance.

Milwaukee, Wis.—The rate of interest on advances for the month of April, 1923, under the provision of Sections 8 and 9 of Rule 32 was 6½ per cent per annum.

Delavan, Wis.—Work has been started on an addition to the Delavan Flour Mills, of which Jacob Hetzel is proprietor. An office building will be built by Mr. Hetzel soon.

Portage, Wis.—It is uncertain whether the mill of the Columbia Flour Mills Co. which burned recently will be rebuilt. The insurance has not yet been fully adjusted. It is possible that a feed mill may replace the burned structure.

Beloit, Wis.—Elmer and Lawrence Lutey, dealers in hay, flour and coal, have purchased the F. H. Green & Sons elvtr. and seed business. They will take possession Aug. 1 and plan to make extensive improvements to the building.

Milwaukee, Wis.—The malt house, grain elvtr. and machinery, including the property of the Milwaukee Malting & Grain Co., was sold to junk dealers recently. The purchasers plan to raze the building and get what they can out of salvage. Six years ago the property and appurtenances were appraised at \$1,000,000 but the sale price was only \$65,000.

## WYOMING

Burns, Wyo.—The Lexington Mill & Elvtr. Co. sold its property here to the Wyoming Mill & Elvtr. Co. about 2 years ago and the latter resold the property to the Farmers Elvtr. & Milling Co. about 18 months ago. We now own both elvtrs. with a total capacity of about 47,000 bus.—Chas O'Lyon, mgr., Farmers Elvtr. & Milling Co.

CORN this year is now practically on a domestic basis and quite independent of foreign demand. Corn deliveries on May contracts were taken eagerly. Feeding demands are now being restricted, however, by the relative low price of hogs but with no pressure of coarse grain receipts there will be undoubtedly sufficient demand to maintain or advance present prices.—Quinn-Shepherdson Co.

THE MAN who conceives some idea of bettering or increasing the business and does not follow it up because he fears it would mean more work for him is stealing both from himself and from his employer.

## A Builder's Creed.

BY D. B. FEGLES.

After a decision is made to build, the value of an industrial plant to its owner is much enhanced by prompt materialization. Speedy completion of his plant enables the owner to participate in the favorable conditions which induced him to build. Delayed completion may confront the management with problems not anticipated, when their plans were developed. Capital appropriated for a new enterprise earns no interest until the plant is in operation.

The earning power of an industrial plant depends much on the practical and experienced talent of the designer. The general conception of the plant layout demands the designer's keen appreciation of the requirements of the owner's business. When this is followed by careful attention to every operating detail, we are sure of getting the utmost in return for every dollar invested.



## Grain Carriers

RAILROADS ordered 1,300 new freight cars and 40 locomotives for the week ended April 28.

BUFFALO, N. Y.—The Eastern Steamship Co. will put 10 new steamers in operation between Buffalo and Montreal.—B.

EMPLOYEES of Great Lakes steamers and barges received a 10 per cent increase in wages over the 1922 fall scale, effective May 1.

RATES on coarse grain and its products have been reduced, effective June 1, from 64 cents to 59 cents, from F. & G. territory to the Pacific Coast. Minimum carload is 50,000 lbs.

TEXAS grain dealers protested to an examiner of the Interstate Commerce Commission on April 26 at a hearing on a proposed increase in grain rates from Illinois to Texas points.

RAILROADS in Oklahoma may appeal to the Supreme Court against the decision of the Corporation Commission which denied the application for a 35 per cent increase in rates.

THE ILLINOIS Commerce Commission suspended until August 23 the proposed increased rates on grain at Rock Island, Moline, Ill., and other points in that section of the C. B. & Q. railroad.

THE list of preferred freight shipped eastward from Mississippi River has been enlarged to include seeds, by the Interstate Commerce Commission. The list gets priority of shipment over other products.

THE ILLINOIS Central proposes to purchase \$23,355,000 new equipment to consist of 5,556 freight cars and 125 locomotives. The Interstate Commerce Commission is being asked for approval of the program.

SPRINGFIELD, ILL.—Senate Bill No. 20, to create a Deep Waterway Commission to investigate the project to connect the Great Lakes with the Atlantic Ocean, was amended on April 26, and consideration postponed.

BUFFALO, N. Y.—Grain dealers are complaining of high rates to the seaboard because they are out of line with the thru rates from the West. Trunk line managers will meet with grain dealers and discuss the matter.

LOADINGS of grain on the western lines of the Canadian Pacific Railway from Sept. 1 to Mar. 7 totaled 118,565 cars, or 16,000 above the corresponding period in 1921-2. This is the best record since the big crop year of 1915.

APPROXIMATELY 27 corporations and private companies will operate canal fleets on the New York canals this season, reports the New York State Superintendent of Canals. Indications point to a heavy grain movement to seaboard.—B.

THE C. R. I. & P. is defendant in a suit brought by Mosher & Son, Rexford, Kan., and the Mosher Grain Co., Kanorado, Kan., asking damages of \$2,377 and \$1,241 for losses alleged to have been caused by deterioration of grain due to delay in transit.

NORFOLK, VA.—H. J. Wagner, formerly examiner for the Interstate Commerce Commission, is now traffic manager for the Norfolk and Portsmouth Freight Commission, with H. V. C. Wade, traffic manager of the Chamber of Commerce, as his assistant.

SOUTH DAKOTA shippers are endeavoring, thru hearings, to secure a more even transit rate applying on the movement of grain and grain products. They ask reasonable milling in transit rates on grain and grain products from and to points in South Dakota.

BUFFALO, N. Y.—Three of the largest steamers followed ice-breaking tugs out of the harbor on April 20, but after 24 hours two of the three were still visible, less than eight miles out. The discouraging attempt to open navigation is holding other carriers from starting shipments.

MARIA STEIN, O.—Some of the elevators along the line of the junked D. T. & C. are trying to truck their grain to railroads, but it is an uphill job. We have made no disposition of our elevator other than closing it.—Carl Ford, Myers & Patty, Pleasant Hill.

NASHVILLE, ILL.—The Interstate Commerce Commission, at request of local millers, suspended an order prohibiting cars on 63 railroads moving south of Nashville. A representative of the commission is investigating the situation with a view to making the order permanent.

INTERSTATE Commerce Commission in No. 12843, Pacific Rice Mills v. Director-General, on 50 carloads of paddy rice from Madison, Norton and Citrona, Calif., to San Francisco, found that a 22-cent rate did not apply and ordered reparation on the basis of a 19-cent rate.

THE Montana Railroad Commission's complaint relative to the Montana export rate on wheat and flour will be heard in Helena, Mont., May 8, and at Seattle May 12. The commission asks that carriers be ordered to establish rates from Montana, east and west bound, in domestic commerce, not higher than export rates.

REPRESENTATIVES of various Chambers of Commerce in Texas, and J. Smith, pres. of the Fort Worth Elevators Co., have applied to the Texas Railroad Commission to make available \$25,000 to oppose the application of the Oklahoma Corporation Commission for reduced rates on grain and grain products into Texas.

DULUTH, MINN.—A strong wind and rain on April 21 loosened ice in Lake Superior and drove it across to the south shore. A reverse wind may bring back the floes but will not seriously hinder navigation. At the Soo Canal and Whitefish Bay the ice is heavy and solid, with predictions for opening of navigation ranging from May 1 to 10.

SHIPPING companies in Canada are being investigated in connection with the high rates of freight on wheat from Fort William to Georgian Bay last fall. It is stated that the Great Lakes Transportation Co., Ltd., made a profit of \$371,000 on its \$504,000 investment in 1922, and another shipping company advertised its profits as being 47 per cent.

AT THE Chicago hearing on minimum weights on grain before the Interstate Commerce Commission, R. M. Field, representing the American Feed Mfr.'s Ass'n, protested against the weights being increased and stated that the small dealers would be the ones who would feel the effects of the larger weights and that the larger manufacturers could adjust themselves to the proposed minimum.

"NINETY-NINE different agencies seek to regulate railroads in the United States," reports A. T. Dice, pres. of the Philadelphia & Reading Ry. "There are 48 state legislatures, the same number of state utility commissions, Congress, U. S. Labor Board and the Interstate Commerce Commission. During 1922 there were 134 measures in Congress affecting railroads, and 228 measures in the state legislatures. Few were constructive and many were meddling and hindering. What railroads need today is a rest from petty politics—a hands-off policy, during which railroad heads would solve the transportation problems. Let the railroads have a rest cure for a while."

IN A report on I & S 1725, grain and flaxseed from the Twin Cities to Lake Superior points for movement beyond, the commission condemned, as not justified, the proposed rates between St. Paul, Minneapolis and Minnesota Transfer and Duluth and Superior, which those opposing contended were intended to move "frozen grain" in elevators at Twin Cities that had lost transit privileges because it had been in elevators for more than a year. The commission held rates would apply on grain without evidence of origin beyond the Twin Cities. By schedules filed to become effective Feb. 1, they designated the rates as locals, instead of proportionals as first denominated.

MONTREAL, QUE.—The Montreal Transportation Co. has brought suit against the government to recover damages for the wrecking of its barge, Quebec, which was moored at the Canadian government's elevator at Port Colborne, when an explosion wrecked the elevator in 1919.—B.

THE proposed increased rates on grain and grain products, and on alfalfa meal from points in Colorado, Nebraska, Kansas, Oklahoma, Texas and southern Missouri to Memphis, Tenn., New Orleans, La., and other lower Mississippi River crossings and related points, were found not justified by the Interstate Commerce Commission and the suspended schedules were ordered canceled.

PERMISSION has been granted by the Mo. Pac. Ry. to store grain in transit at St. Louis and East St. Louis originating at points on the Oregon Short Line in Utah, Oregon and Washington and reshipped to Memphis, points in Arkansas and Illinois on the M. P. and points in Louisiana (when thru rates apply on the M. P.) protecting the thru rate from point of origin to final destination.

AT A hearing by the Interstate Commerce Commission, the Chicago & Alton Railroad Co. went on record as unalterably opposed to the consolidation of 1,600 railroad systems of the United States. Objections cited were that the consolidation would be the first step toward government ownership; would amount to confiscation of private property; and if done, would serve as a precedent for the nationalization of coal mines, steel plants, lumber mills and other industries.

THE C. & N. W. will publish transit privileges on grain, grain products, etc., from industries to docks for delivery to the Rutland-Lake Michigan Transit Co. The C. M. & St. P. will do likewise and will give the effective date at a later time. Carload rates from Milwaukee, Wis., to Boston, Mass., and points taking the same rates will be: grain in sacks, .35; grain products, .345; byproducts, 28.5. The rates do not include marine insurance.

SPRINGFIELD, ILL.—Senate Bill 435 introduced on May 1 and recommended for passage on May 3 would create an Illinois Waterway, Waterway Transportation and Power Commission for two years. Members would receive no compensation, but an appropriation of \$5,000 would be made for expenses. The commission would be authorized to make a complete survey of the needs for a waterway from Lake Michigan to the Gulf of Mexico.

SHIPERS who cause unnecessary delay in loading and unloading box cars will be investigated by the Kansas Public Utilities Commission. The commission will keep a close check on the movement of all cars in the state and will penalize those who keep cars longer than necessary. There are fewer box cars available for the Kansas wheat crop this year than last, when one of the most severe car shortages occurred, so the commission will do all it can to facilitate movement of grain.

THE car distribution rules of the Kansas Public Utilities Commission may be changed under a proposal so as to provide that grain cars shall be held 30 days from any shipper having been found to file a fraudulent order for cars. Each succeeding offense provides cars shall be withheld 60 days. A rule is also being considered which will reduce the supply of cars furnished mills for loading when cars are scarce and elevators may be closed on that account on any division of a railroad.

TIME in which to bring suit against carriers for overcharge is 3 years under the law; but 2 years according to the decision of the U. S. Supreme Court in the case of K. C. S. Ry. Co. v. Wolf. Conferences between claimants and the carriers to adjust this difference and for the drafting of a law to cover the time limit, to make the limit the same for both carriers and shippers, are being arranged by E. J. Tarof, chairman of the railroad com'te of the New York Board of Trade and Transportation.



NORFOLK, VA.—A movement to induce the General Assembly to equip the state corporation commission with sufficient funds to permit it to function in connection with rate adjustments has been started by the Norfolk Grain and Feed Dealers Ass'n. The ass'n is fighting the tendency of certain railroads to eliminate Norfolk as a distributing center for North Carolina.

EVANSVILLE, IND.—Leslie Lacroix, traffic manager of the Evansville Chamber of Commerce, has returned from Cincinnati where he consulted with the officials of the Southern railroad in regard to lower rates for grain from Chicago and Peoria, Ill., to Evansville. The Chamber of Commerce was recently successful in blocking the attempt on the part of the railroad company in raising the grain rates from those two cities into Evansville. The railroad company is making another attempt to raise the rate, it is said.—C.

THE TEXAS Railroad Commission amended Texas Lines tariff 2-G, R. C. T. 43 as follows: Amend Item 803 by making the last part of the first sentence in paragraph A to read "subject to the provisions of paragraphs b, c and d, see exceptions," and amend Item 803 by adding after paragraph A "Exceptions, if tonnage of inbound commodity subject to higher rate than corn, is applied against reshipments of feeds, that portion of the reshipment will be subject, as minimum, to the rate on inbound commodity from point of origin to transit point."

NOTHING has resulted in the efforts to save the C. P. & St. L. railroad from the scrap pile. During the month of March the road operated at a loss of \$29,488.59, according to the reports of the receivers. Cash on hand at the beginning of the month amounted to \$136,601.63 and total receipts amounted to \$209,397.67. Disbursements amounted to \$238,887.04, leaving a balance of \$107,113.04 to start business on April 1. Henry Ford "is not interested at this time" in taking over the railroad, states a letter from Frank Campbell, Mr. Ford's assistant secretary, to the Illinois Senate Com'te on Transportation.

NEW ORLEANS, LA.—The completion of the inner harbor and industrial canal lock now makes possible the dredging of a ship channel of 40 or 45 ft. depth direct to the Gulf thru Lake Pontchartrain, which will be free from silt and currents. Such a channel would strike the Gulf many miles east of the mouth of the Mississippi. Ninety per cent of the ships coming to New Orleans approach from the East. Thru such a channel, nine out of every ten ships would save possibly 24 hours' time on every voyage to and from New Orleans. The money value of such saving, it has been estimated, would equal the cost of such a channel in a period of less than three years.

THRESHING 384,000,000 bus. of Canadian wheat cost 15 cents per bushel in 1922, compared with 10 cents in 1910.

THE bill to provide a wheat board for Manitoba's participation in the western compulsory wheat board was defeated in the legislature recently when up for second reading. Saskatchewan and Alberta have already passed acts to provide for participation in the wheat pool continuing the act passed last year.

## I. C. C. Rules in Favor of Shippers.

Refusal of defendant railroads, in complaint No. 12639 brought before the Interstate Commerce Commission by the F. B. Clay Grain Co. and others, to render at Galveston, Tex., under the line-haul rates on export grain, from central and western states, delivery services of the character and to the extent that they render under line-haul rates at New Orleans, La., and Texas City, Tex., was found unduly prejudicial by the Interstate Commerce Commission.

The aggregate of line-haul rates and port switching charges at Galveston on export grain from central and western states were found unreasonable and measures of reasonable rates were prescribed for the future.

Reparation on shipments made under the prejudicial rates was granted to certain defendants and was not granted to complainants who appeared in a representative capacity for benefit of unnamed shippers.

The commission ordered suspended schedules cancelled for proposed reductions in the amount of switching charges which line-haul carriers will absorb on grain for export, delivered to Galveston elevators, because the reduction was not found justified.

## Seasonal Loadings Again Break Records.

Loadings of revenue freight broke all seasonal records and were the most cars loaded in any one week since November, 1922, when the total cars for the week ended April 21, was 957,743. This was 10,984 cars more than the total of 946,759 for the preceding week, and was 251,606 more than the total for the corresponding week in 1922.

In spite of the tremendous traffic, the car shortage total has decreased and on April 22, the roads were only 44,299 cars short of shippers demands. This was 4,285 cars less than the shortage on April 14. The good showing is attributed to the fact that railroads put into service, between April 1 and 15, 5,130 new freight cars and 142 new locomotives. Since January 1, carriers have added 44,302 new freight cars and 1,077 new locomotives to their equipment.

Grain and grain products loaded for the week ended April 14, totaled 39,329 cars, a decrease of 24 cars under the previous week, but an increase of 9,671 cars and 5,775 cars respectively over the corresponding weeks of 1922 and 1921.

## I. C. C. Jurisdiction on Reparations.

The Interstate Commerce Commission is without jurisdiction to award reparation on shipments which moved during Federal control of railroads, upon complaint filed more than one year subsequent to the termination of Federal control.

This fact was brot out in a recent complaint before the Commission in which a shipper asked reparation on 19 shipments during Federal control and 18 shipments subsequent thereto. On the shipments which moved during Federal control, the Director-General contended that claims covering those shipments are barred by section 206C of the transportation act which reads as follows:

Complaints praying for reparation on account of damage claimed to have been caused by reason of the collection or enforcement by or thru the President during the period of Federal control of rates, fares, charges, classifications, regulations, or practices (including those applicable to interstate, foreign, or intrastate traffic) which were unjust, unreasonable, unjustly discriminatory, or unduly or unreasonably prejudicial, or otherwise in violation of the Interstate Commerce Act, may be filed with the commission within one year \* \* \* after the termination of Federal control \* \* \*.

The Commission decided that its jurisdiction to entertain complaints for reparation is derived solely from the statutory provisions quoted, and awarded reparation only on the 18 shipments which did not come under Federal control.

## Lake Navigation Has Late Start.

Fifty freight and passenger vessels were waiting on May 1 for an entrance to the Gulf of St. Lawrence. An impenetrable ice barrier blocked Cabot Strait. Later reports on May 8 showed that boats were coming thru and that the ice had broken up.

At Fort William the steamer Central West opened navigation by sailing for Toledo with a cargo of wheat on May 4. Two other steamers cleared port the same day. On May 8 navigation was continuing freely.

Navigation officially opened at Duluth on April 25 when the steamer America left the harbor for its first trip of the season and steamers are coming and going at mid-summer speed at the present time.

At the Straits of Mackinaw boats are traveling in both directions altho on May 1 steamers five miles out were unable to progress. At that time 15 boats abreast at Saint Helena, Mackinaw, made only two miles of progress, but with the aid of a car ferry managed to get thru the same day.

The official opening of navigation at Chicago was April 30 when five steamers left South Chicago for eastern lake ports. The boats carried 1,120,000 bus. of corn, 180,000 bus. of oats and 60,000 bus. of rye. All of the grain was chartered for Buffalo except 220,000 bus. of corn for Georgian Bay. Boats are scarce and grain shippers find it difficult to ship by lake. Rates are 3 cents for wheat and corn, Chicago to Buffalo, and 2¾ cents to Georgian Bay. Fort William has paid as high as 5 and 5½ cents for wheat to Buffalo which competition affects Chicago shipments. Due to the late start this season, boats are carrying ore and coal instead of grain because of higher rates.

Steamers have left Buffalo with grain cargoes and have reached Montreal without serious delay from ice. Rates are 7½ to 7¾ cents per bushel on wheat. Practically all boats in winter storage at Buffalo have left.

The New York Barge Canal officially opened May 1 and a fleet from the east took on cargoes at Hudson, near Albany, altho ice is still present at that end of the route.

NAVIGATION at Winnipeg, Man., opened May 5 when the steamer *Huron* arrived. This is a very late opening for this port.

At Toledo navigation opened the latest in 35 years, when the first cargo left on May 7. A summary of the lake navigation situation on May 8 showed that navigation on all the lakes is in full sway and that steamers can come and go from all ports at any time.

## Dakota Grading Law Argued in Supreme Court.

At Washington, May 4, the United States Supreme Court heard arguments on the constitutionality of the North Dakota state grain grading law.

Counsel attacked the law as being a duplication of the law of 1919, which had been declared unconstitutional. The law gives the state power to regulate grain elevators and dictate their margin of profit. It is objected to by grain handlers generally, and by the independent dealers and line companies particularly. The plaintiffs are the Farmers Grain Co., of Embden, N. D., and others.

Attorneys for the state claimed that the objectionable features of the 1919 law had been eliminated in the new act approved by the voters at the referendum, and that the state, instead of monopolizing the inspection of grain now proposed only to co-operate with the federal government. The opponents of the 1922 law allege it still retains the provision requiring all buyers at elevators to obtain licenses from the state as inspectors.

In the first trial the conflict was between state and federal control, the right of an individual to conduct a grain buying business unhampered not being strongly urged upon the court.

"IF HASTE interferes with safety, cut out the haste. Haste isn't worth a life or a limb."

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## Feedstuffs

JUNEAU, WIS.—A. A. Nowak sold his feed plant at this place.

CENTRAL SQUARE, N. Y.—W. A. Seller bot the feed mill of Thomas Sheppard.

ANTIGO, WIS.—T. H. Sopther is the new manager of Hirt Bros. feed and flour mill.

BUFFALO, N. Y.—Glenn Hackley, purchasing agent of Spencer Kellogg Co., died recently.—B.

CROWLEY, LA.—The Rice-Ola Co. is building a plant to manufacture breakfast food.—Purity Feed Mills, Inc.

BUFFALO, N. Y.—The Collard & Meyer Co., reported organized at Little Rock, Ark., is located at Buffalo, N. Y.

MEMPHIS, TENN.—R. N. Neal, formerly with L. B. Lovett & Co., has opened an office to deal in cottonseed products.

EAST PEMBROKE, N. Y.—E. H. Miller & Sons will rebuild the feed mill which burned here Mar. 6. The same site will be used.

OMAHA, NEB.—The Kornbelt Feed Mills opened its new plant recently. The company will manufacture hog and poultry feed.

CHICAGO, ILL.—Maxwell M. Nowak, feed dealer of Buffalo, will move here to personally supervise his feed plant at Hammond, Ind.—B.

WRAY, COLO.—The feed mill machinery is being installed in the new building for the Wray Mills Co. The Birchard Constr. Co. built the plant.

GREENSBORO, N. C.—The Seaboard Feed Mills, Inc., of Henderson, incorporated with C. V. Singleton as pres. and F. B. Richards as sec'y-treas.

SHENANDOAH, PA.—The Shenandoah Flour & Feed Co. has been placed in bankruptcy by a petition filed by the company. Creditors claim about \$1,250.

RED CREEK, N. Y.—W. J. Pelton of Martinville purchased the Red Creek feed mill and will operate it in conjunction with his plant at Martinville.

MINNEAPOLIS, MINN.—The American Linseed Co. is doubling the capacity of its feed plant. Machinery contract has been given to C. A. Weaver & Co.

GREENWOOD, S. C.—G. B. Faris will open a modern feed grinding plant. He formerly conducted the Faris Seed Co., now operated as the Broadwater Seed Co.

KANSAS CITY, MO.—The Quisenberry Feed Mfg. Co. has registered three clever designs as trade marks No. 164,265, 164,773 and 4, descriptive of poultry feed.

BANGOR, WIS.—The Bangor Milling Co. is installing a mixed feed plant. The equipment includes a Unique Mixer and a Robinson Mfg. Co. molasses heating tank.

SUPERIOR, NEB.—Creditors of the Superior Corn Products Co. will hold their final meeting at the office of G. Norberg, referee in bankruptcy at Holdrege, Neb., on May 19.

### Feed Movement in April.

Receipts and shipments of feedstuffs at the various markets during April, compared with April, 1922, were as follows:

	Receipts		Shipments	
	1923	1922	1923	1922
Baltimore, tons	1,292	1,195	.....	.....
Buffalo, cars..	161	58	.....	.....
Chicago, lbs..	30,732,000	26,071,000	87,750,000	89,202,000
Kansas City, tons, bran..	2,900	3,380	21,580	17,320
Milwaukee, tons	270	3,850	28,967	28,319
New York, tons, bran	140	.....	150	.....
Peoria, tons..	26,200	10,730	25,647	16,650
St. Louis, sacks, bran.	73,030	84,950	92,970	101,865

A MAGNETIC separator in the plant will prevent the fires and explosions from sparks caused by metal pieces in the mills. It is the best insurance the feed mill operator can buy.

BEMUS POINT, N. Y.—The feed mill of S. E. Lord & Son caught fire from backfire of a gas engine and caused a small dust explosion. A fire door prevented the flames from spreading.

MEMPHIS, TENN.—The Edgar-Morgan Co. recently shipped a solid trainload of feeds to Birmingham, Ala., consisting of 30 cars. This is the largest shipment of its kind ever made from Memphis.

BILLINGS, MONT.—The Montana Cereal Co. incorporated for \$5,000 to manufacture cereal and feed products. Incorporators are F. L. Clark and C. M. Kutzner of Billings and W. H. House of Chance.

LOUISVILLE, KY.—The uniform label and tag com'te of the National Feed Control Officials met here and feed tags and labels which had been adopted tentatively were corrected to make them permanent.

BUFFALO, N. Y.—The feed building of the H-O Cereal Co. was wrecked by a dust explosion May 8. Two men were seriously injured, while 100 girls fled hurriedly. The explosion was followed by fire.

KANSAS CITY, MO.—The feed mill of the Rudy-Patrick Seed Co. was damaged to the extent of \$1,000 by fire recently. The fire department's prompt action saved the plant from being entirely destroyed.

RED WING, MINN.—The feed mill owned by William Fanslow, burned April 29, and considerable grain was destroyed. It was known as the old Welles Creek Mill and for some time had been grinding feed.

KANSAS CITY, MO.—The Kornfalfa Feed Milling Co. has a lien filed against it for \$944.22 for capital stock tax, which the internal revenue collector claims has not been paid for 4 years. A \$45 penalty is asked.

PEORIA, ILL.—The American Milling Co. has registered a design consisting of a circle containing a cow's head, around which are the words "American Dairy Ration," as trade mark No. 163,848, descriptive of dairy feed.

COLTON, CAL.—The Globe Milling Co. is reconstructing its local plant, and a new building is being erected for the Globe Mills Poultry Supply Co. Machinery for the manufacture of feed and poultry supplies will be installed.

BUFFALO, N. Y.—Mrs. Ella M. Smith, wife of H. A. Smith of the Smith Commission Co., well known in the feed trade, died at Bison, Kan., April 30, where she was visiting relatives. Her husband and a son survive her.

MINNEAPOLIS, MINN.—The Terminal Feed Corp. has opened an office in the Chamber of Commerce Bldg. to do a general feed jobbing business and act as brokers for eastern companies. S. N. Osgood is pres. and mgr. of the company which recently incorporated at \$10,000 in New York.

THE New Jersey Farmers Co-operative Purchasing Ass'n has been formed by eight farmers co-operative ass'ns in New Jersey for the purpose of purchasing supplies co-operatively. About 1,200 members bot co-operatively \$600,000 worth of farm supplies last year and \$2,500,000 individually.

DETROIT, MICH.—The feed warehouse in connection with the elevator of Caughey & Johnson burned April 30. The contents of the building were destroyed and the loss is placed at \$200,000. Of this \$150,000 is for the building and machinery and \$50,000 is for sacked feed. Insurance covered the loss.

OLYMPIA, WASH.—Shipments of alfalfa hay from the weevil-infested sections of Idaho will be watched for carefully by the Washington Department of Agriculture and drastic actions will be taken to enforce the quarantine issued in 1917 against such shipments. All hay found moving from the quarantined district will be destroyed.

DETROIT, MICH.—The Larowe Milling Co. has registered a neat blue design bearing the words "Larro, The Ready Ration for Dairy Cows," another red and blue design bearing the word "Larro" in several places, and a third red and blue design bearing the word "Larro," as trade marks No. 159,587-8 and 9, descriptive of dairy and cattle feed.

BUFFALO, N. Y.—Officers elected at the meeting of the New York State Feed Mfrs. Ass'n held May 4 and 5 at this place were: E. W. Elmore, Oneonta, pres.; A. M. Cooke, Syracuse, 1st vice-pres.; C. A. Coddington, Auburn, 2nd vice-pres.; M. M. Nowak, Buffalo, treas.; Fred E. Pond, Buffalo, sec'y. The meeting was well attended.—B.

SASKATOON, SASK., CAN.—The Quaker Oats Co. will immediately start to erect eight large concrete grain tanks, which will increase the company's plant 250,000 bus. It will cost \$100,000 and will give the Quaker Oats Co. the most complete grain handling equipment to be found west of Fort William. Additional trackage will make it possible to load out 45 cars per day.

BATTLE CREEK, MICH.—We are installing a new bag sewing machine and expect to add another automatic scale. We will also make minor changes in our plant to increase our sacked feed storage capacity. Our corn and oats business thruout Michigan has been good, but the dairy feed trade in the same sections has been slow. We have, however, sold more dairy feed in New York and Pennsylvania than ever before.—A. K. Zinn & Co.

MEMPHIS, TENN.—J. C. Snyder, supt. of the Royal Feed & Mfg. Co., died April 19, when his body became mangled in a large sweet feed mixing machine in the company's plant. He had been standing on a platform above the machine and suddenly slipped off directly into the maw of the machine. A carpenter heard him scream and shouted to the engineer to shut off the power, and altho it was done almost instantly Snyder was terribly crushed. His wife and daughter survive him.

THE VERMONT state feedingstuffs law was amended at the recent session of the General Assembly so as to require annual registration of all brands of feed sold, offered or exposed for sale. The fee is \$20 per brand per year and is payable in June, 1923, or soon thereafter and in January, 1924, and succeeding years. Uniform labels may be used and uniform registration blanks will be used and may be secured after June 1 from Director Vermont Agricultural Experiment Station, Burlington, Vt. The uniform blank referred to is that drafted by a com'te appointed by the Association of Feed Control Officials.

### The Danger of Metal Laden Feeds.

Feed grinders will soon experience great difficulty in finding a market for their metal-laden products. When buyers learn how much wire and nails they are serving to their live stock, they will insist upon its removal before feeding.

Experiments conducted by feed manufacturers who had exercised many precautions to keep all metal out of their mills, developed amazing results. Every feed grinder takes ordinary precautions to keep metal and all hard substances out of grain intended for grinding, primarily to protect the grinding surfaces of his mills, but well-ground feed when passed through strong magnetic separators, proved conclusively that some mills are grinding up metal in an alarming quantity.

Live stock killed by such metal laden feeds will not protest, but if their owners have a post-mortem examination made of their stomachs, it may result in damage suits for the distributors of the deadly metals.

The feed grinding business has been found such a profitable side-line for thousands of elevators during the last three years, it is important in order that they may continue to succeed in this line, that they exercise every precaution to keep scrap iron out of their mills and especially out of the feed packed for sale.



## Supply Trade

MINNEAPOLIS, MINN.—W. S. Nott, pres. of Nott & Co., for 44 years, died May 5.

CHICAGO, ILL.—Henry Channon, for over half a century president of the H. Channon Co., died May 6 at his winter home in Winter Park, Fla.

MINNEAPOLIS, MINN.—The Fegles Construction Co., Ltd., is favoring its friends in the trade with a souvenir fire-proof grain elevator built of bronze, 1 to 720 scale, and is intended to hold down valuable papers on windy days.

OMAHA, NEBR.—Elevator operators have always had more or less trouble with their loading spouts wearing out at the wrong time. This trouble is eliminated by the Ideal Flexible Grain Spout being manufactured by the Ideal Truck Dump Co. Readers of the Journal will be sent complete information regarding this spout if they request it.

CLEVELAND, O.—The Cleveland Bricklaying Apprenticeship School started last August now has 200 youths taking the course. A school for 1,000 carpenter apprentices is now contemplated under the joint management of the Carpentry Contractors Ass'n and the Carpenters District Union, while the Board of Education has extended its hearty co-operation.

CHICAGO, ILL.—The Citizens Com'te to Enforce the Landis Award is working harmoniously with 19 unions, but in 13 trades where the unions have either repudiated the award, or have refused to eliminate the unfair, unjust and unreasonable practices condemned by Judge Landis, the com'te has made every effort to assist contractors by furnishing and protecting workmen who are willing to work under the terms and conditions of the award.

### Mistake in Contractor's Bid.

The Supreme Court of Michigan on March 23, 1923, ruled in favor of a building contractor on two points involving acceptance of bids and rescission for mistake.

Arthur W. Kutsche put in a bid with school district No. 5 to erect a school building at \$63,660. The bids were opened Saturday; and Monday the architects mailed Kutsche a letter informing him that he had been awarded the contract. The day after filing his bid Kutsche discovered that he had left out of his estimate the cost of plastering, \$6,400, and before receiving the letter awarding him the contract he wrote a letter to the secretary of the school board informing him of the error and asking that the certified check for \$3,200 be returned. He left this letter at the residence of the secretary, but the secretary never received it.

When the Board learned that he would not enter into the contract it cashed his check. Kutsche brought suit and was given judgment without interest, the court holding:

It may be thought that the school district cannot be said to be placed in statu quo when it is considered that the building cost nearly \$6,000 more than plaintiff's bid. To place in statu quo does not mean that one shall profit out of the mistake of another. It does not appear that plaintiff's mistake has made the school building cost more than it otherwise would have cost. The school district, if placed back where it was before the bid, loses nothing except what it seeks to gain out of plaintiff's mistake. To compel plaintiff to forfeit his deposit, because of his mistake, would permit the school district to lessen the proper cost of the school building at the expense of plaintiff, and that, in equity, is no reason at all for refusing plaintiff relief.

An examination of the authorities leads to the conclusion that, under the evidence, the plaintiff should have relief and he is granted a decree rescinding and canceling the bid, and contract arising out of its acceptance, and adjudging that the defendant school district pay to him the \$3,200, without interest, and that he have process for the enforcement of the same.

It being considered that the cost of re-advertising for bids ought to offset the costs herein, no costs are awarded.—192 N. W. Rep. 714.

PITTSBURGH, PA.—The Link-Belt Co. office has been moved to 335 5th ave. This removal to larger quarters was made necessary by the ever increasing business being done by the company in this territory.

NEW YORK, N. Y.—At a recent meeting held at the New York Advertising Club by a com'te representing the New York Sales Managers Club and Sales Managers clubs of Philadelphia, St. Louis, Milwaukee, St. Paul and Columbus, it was decided to organize the National Ass'n of Sales Managers. The first meeting of the ass'n will be held at Atlantic City, N. J., June 7, directly following the convention of the Associated Advertising Clubs of the World.

MINNEAPOLIS, MINN.—We have recently installed the following Carter Disc Separators: Perry Mill & Elev. Co., Perry, Okla.; Fisher Flouring Mills Co., Seattle, Wash.; Norfolk Cereal & Flour Mills, Norfolk, Nebr.; Kellogg Toasted Corn Flakes Co., Battle Creek, Mich.; Schoening-Koenigsmark Mfg. Co., Prairie du Rocher, Ill.; Hillsboro Farm Milling Co., Halstad, Minn.; Grafton Flr. Mfg. & Gr. Elev., Grafton, O.; also shipped machines to India, South America, New Zealand, England.—Carter Mayhew Mfg. Co.

### Installation of Scales.

Ordinary hopper scales can not be relied upon for accurate weights when supported on parts of the elevator building that get out of level or plumb when the grain is loaded into or taken out of the bins. Especially is it bad practice to rest a scale on the cribbing.

The proper support for the ordinary hopper scale is a foundation built independently. It is advisable to "post" the house from the foundation up and to set the scale beam on the same frame with the scale hopper.

For wagon scales the use of timbers made up by putting different sticks together to give greater strength can not be recommended. The objection to the spliced timbers is that they are elastic and lack the rigidity of solid dimension timbers.

Better than a wood frame, however, is the steel frame. With wood the bolts may pull in, letting the levers move out of level, where the scale hangs on the upper frame. The manufacturers cut their steel frames correctly, eliminating the chance of getting the frame too small or too large for the scale. About the best installation is the inner steel frame with the bolts hanging in the cement concrete coping, the advantage being that it will remain in perfect alignment.

Just because a scale is "brand" new it does not follow that it is correct. New scales sometimes have the frames too long, too short or too narrow to fit the scale. They have been found with the frames out of square, causing one of the levers to pull and the other to push.

In overhauling the elevator for the season's work it is sometimes found that the pivots or bearings are badly worn. Before undertaking to repair these locally the scale should be examined carefully to see how it was put together. It is not always true, as commonly supposed, that the pivots drive in and out like the key on a shaft. After having been set in the mold at the time the levers were cast the pivots often "wash," and must be worked over to gage and line. Therefore when a new pivot is driven into the same place in the lever the pivot will not be in gage or line, but will have to be worked over as was the case with the original pivot when the scale was built. A shop must have better equipment than usually found in a country town, to do this work. The scale expert would need a set of gages and ranges, and he would have to rig up a sealing horse to seal the levers.

To attempt to adjust the scale by the nose-irons after the new pivots have been put in place is bad practice. If the pivots are set out of gage and out of line the scale can not be adjusted, as a shifting of the bearings would make the scale change.

# HESS

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(ON CARDS)

show the reduction of any weight of grain from 100 to 4090 pounds by ten pound breaks, to bushels of 32, 48, 56, 60 70 and 72 pounds.

Six tables printed in two colors, on both sides of three cards, size 5½ x 10½ inches. Price 65 cents, postage 4 cents.

GRAIN DEALERS JOURNAL  
309 So. La Salle St. CHICAGO, ILL.



## Supreme Court Decisions

**Warehouseman Entitled to Storage Charges.**—In an action against an elevator company to recover the value of wheat deposited with it as represented by a warehouse receipt, a verdict for plaintiff for the full amount paid without making deductions for storage charges held erroneous.—*O'Neill v. Montana Elevator Co.* Supreme Court of Montana. 211 Pac. 222.

**Grain Boat Must Have Dunnage.**—A chartered vessel carrying grain, beginning her voyage at a time of year when storms at sea are prevalent must install dunnage to keep the cargo free from water which may reasonably be expected to enter during the voyage from strains and stress of weather or other leakages.—*The Oakley C. Curtis.* U. S. District Court, N. Y. 285 Fed. 612.

**Claim for Loss of Business Due to Delay Too Uncertain.**—A claim asserted by the shipper in a suit for damages for unreasonable delay in transportation of a shipment, based on the loss of prospective business with the consignee because of failure to make timely delivery, held too uncertain and speculative for allowance.—*Middletown v. United States.* U. S. District Court, South Carolina. 286 Fed. 549.

**Attachment of Property Covered by B/L.**—Under G. L. c. 223, § 72, and chapter 108, §§ 23-25, creditor seeking to subject property covered by Bs/L to payment of his debt can have negotiations of the B/L enjoined. Whatever remedy a creditor may have to reach and apply in payment of his debt property covered by negotiable B/L must be sought in equity, and he cannot proceed by trustee process at law.—*Boston Sheridan Co. v. Sheridan Motor Car Co.* Supreme Judicial Court of Massachusetts. 138 N. E. 806.

**Recovery by Shipper of Excess Charge for Short Haul.**—Section 4 of the Interstate Commerce Act (U. S. Comp. St. § 8566) declares a published tariff of a carrier unlawful which charges more for a shorter haul than for a longer, the shorter haul being a part of the line or route of the longer, therefore the maximum rate that can be collected by the carrier for the shorter haul would be the established tariff for the longer haul, and what is received in excess thereof may be recovered in an action as for money had and received for the shipper's use.—*McCaull-Dinsmore Co. v. Great Northern Ry. Co.* Supreme Court of Minnesota. 191 N. W. 42.

**Federal Trade Commission Not Authorized to Examine Papers.**—In view of the prohibition of unreasonable searches and seizures, under which general warrants are forbidden, the Federal Trade Commission Act. (Comp. St. §§ 8836a-8836k) does not authorize the Commission, in a general investigation of a branch of trade not directed against any particular corporation, to examine the books and papers of non-public service corporations engaged in interstate commerce, but to authorize such examination the inquiry must be more or less definite and restricted in character, and if the statute does give such authority it goes beyond the powers of Congress.—*Federal Trade Commission v. Baltimore Grain Co., H. C. Jones Co., Hammond-Snyder Co.* U. S. District Court, Maryland. 284 Fed. 886.

**"Correspondent" Does Not Make Broker Liable.**—The word "correspondent" by itself does not denote agency, but merely signifies business engagements between the parties which may or may not involve the relation of agency, depending upon the facts in each case, so that the use of such word does not estop a denial of agency, notwithstanding the belief of the other party as to what the word meant. In an action by the customer of a local broker who had failed against the latter's correspondent for selling securities belonging to plaintiff deposited with defendant as margin by the local broker, it was error to permit plaintiff, who was presumed to have knowledge of the custom of dealings between local brokers and their correspondent, to state what he understood by the word "correspondent," or what he believed that word meant, without stating any facts upon which such belief was founded.—*Krstovic v. Van Buren.* Court of Appeals of New York. 138 N. E. 749.

**Brokers.**—In action by seller against merchandise broker for failure to advise seller of buyer's cancellation of order for car of beans, resulting in damage to the seller from having shipped the beans without knowing of cancellation, and having to sell them at a loss when refused by the buyer, the question whether the seller was precluded from recovering such damages by its negligence in shipping, before return of contract signed by the buyer, held for the trial court.—*Mason Produce Co. v. Harry C. Gilbert Co.* Appellate Court of Indiana. 138 N. E. 100.

**Arbitration.**—Where parties have agreed to submit their differences to arbitration, an acceptance of the award of the arbitrators is unnecessary, since the agreement to arbitrate implies that both parties to the agreement will accept the award. In a suit by the party in whose favor the award is made, to recover the amount awarded, it is no defense that the plaintiff, at one time after the award was made, refused to accept the award, or that the defendant himself refused to accept the award.—*Strickland v. Strickland.* Court of Appeals of Georgia. 116 S. E. 556.

**Commission Merchant Not Liable to Holder of Storage Ticket.**—As a warehouseman, under the South Dakota statutes, had a right to ship grain stored with him to the terminal market and sell it, a commission merchant incurred no liability to the holder of storage tickets in making the sale for him. Where the president of a bonding company, which bonded a public warehouse under the South Dakota statutes, on default on the part of the warehouse company, took up storage tickets, expecting that the bonding company would reimburse him if he failed to recover from a commission merchant, who sold grain for the warehouseman, his rights were no other or different than those of the bonding company itself.—*Nicholson v. H. Poehler Co.* U. S. District Court, South Dakota. 284 Fed. 992.

## Liability for Carrier's Failure to Divert Car.

*Fred W. Elder Grain Co., Hastings, Neb., plaintiff, v. Flanley Grain Co., Sioux City, Ia., before Arbitration Com'te No. 1 of the Grain Dealers National Ass'n, composed of J. R. Murrel, Jr., O. F. Bast and C. S. Rainbolt.*

Aug. 1, 1919, the Fred W. Elder Grain Co. bought from the Flanley Grain Co. one car No. 3 white oats at 74 cents a bushel f. o. b. O'Neill line, for shipment that day, Denver or shipper's weights.

On Aug. 2 plaintiff called defendant by telephone and instructed defendant to bill car of oats in question to Curtis, Neb. The defendant agreed to do this, but submits an affidavit in his evidence to the effect that it might be impossible to accomplish the diversion, as Curtis was intermediate to Denver, the original destination. The plaintiff in his rebuttal denies that the defendant told him that it might be impossible to make the diversion, but on the other hand assured him that the diversion would be accomplished. The plaintiff further states that if the B/L had not shown the diversion to have been properly made, he would not have paid the defendant's draft, as he had no use for a car of oats at Denver. The B/L as far as the com'te can tell shows the diversion to have been properly made. The car of oats, however, passed the junction, namely, Holdrege, Neb., where actual diversion should have been accomplished and went to Denver, from which point the car was hauled back to Curtis.

The plaintiff had sold the car of oats to the Koehler-Twisdale Elevator Co., Curtis, which was compelled to pay \$547.43 freight on the shipment, whereas, the actual freight from Dixon, point of origin to Curtis, would have been \$136.02, according to the evidence submitted by plaintiff.

The plaintiff refused to pay the Koehler-Twisdale Co. the excess freight. The Koehler-Twisdale Co. brought action against the plaintiff, securing a judgment of \$225.00 in the District Court of Adams County, which sum the plaintiff was obliged to pay.

It is an established law that the consignor of the freight is liable to the railroad company for all freight charges. In this case, there was ample time for both the defendant and railway company to have made the diversion. If the B/L had not shown the diversion to have been accomplished, the plaintiff would have refused to pay the defendant's draft, unless defendant had guaranteed excess freight.

Rule No. 28 of our Ass'n provides that grain sold track the original point of shipment, shall be routed in accordance with billing instructions furnished by the buyer.

It is the opinion of this com'te that the defendant pay the plaintiff \$275, the amount asked for. The defendants are required to pay the costs of arbitration. Any rights or title to claim money collected from railroad company rest in the defendant.

## Farmers' Manager Did Not Pay Himself Too Much.

The Farmers Union Co-operative Ass'n of Natoma, Kan., employed one of its members, Geo. F. Schultze, to manage the elevator, buy and sell grain and fix the price. On Aug. 9, 10, 11 and 12, 1920, he delivered to the elevator a fraction over 795 bus. of wheat, for which he paid himself from the funds of the ass'n \$1,947.75, and on Oct. 18, 1920, he delivered a fraction over 195 bus. for which he paid himself \$351.60.

On Nov. 22, 1920, the ass'n discharged Schultze, and thereafter brought action against him for \$418.55, claiming that what he had received for his wheat was excessive by that amount.

From Aug. 7 to 17, 1920, the defendant bought no wheat except his own, because the scales were out and, as he said, "I could not expect customers to weigh on my competitor's scales and dump in my elevator." He admitted on the stand that on Aug. 7 he bought two loads of wheat at \$2.05 or \$2.10, while the Kansas City price was about \$2.60. Being asked by the plaintiff what the price was then he said he could explain the price of the two loads, but was not at the time asked to do so. Testifying in his own behalf, he said, "I probably had some bids over the phone that influenced price on the 7th." He also said: "In fixing the price of wheat I took into consideration my bids, the Kansas City market, and my hedging sales."

The defendant testified that he paid \$1.80 for four loads of his own No. 1 wheat on Oct. 18, and on the same day paid to another seller \$1.75 for No. 2 and \$1.72 for a load of weedy wheat. Here the disparity is obviously not so great as to suggest unfairness.

The defendant, as a plaintiff's agent, paid himself \$2.45 a bus. for the wheat he delivered in August. He testified that in arriving at this he averaged the market price at Kansas City for the four days, making \$2.60¾, and that the plaintiff was given a clear profit of 4¾ cents a bu.

Two buyers in Natoma (one of whom bought under outside instructions as to price) testified that at the time of the transaction here in question they were paying about \$2 for wheat. There was other testimony tending to show that to have been the approximate local market price, but obviously this evidence taken altogether was not absolutely conclusive on the subject. The market price at Kansas City was an element to be considered.

The district court of Osborne County gave judgment in favor of Schultze and this was affirmed by the Supreme Court of Kansas Feb. 10, 1923, holding that the facts were for the jury.—212 Pac. Rep. 670.

## Radio Flashes.

A \$100,000 radio broadcasting station will be erected at East Oakland, Calif., by the General Electric Co. The plant will rival the company's great station at Schenectady, N. Y.

RADIO rates charged between United States and European points have been from two to five cents per word less than the cable rates charged by the Western Union Telegraph Co. Now the telegraph company has reduced its charges to correspond with those of the Radio Corporation of America, because the radio company has been sending 20 per cent of the messages sent overseas. Will the radio company reduce its charges to keep the differential in rates between the cable and radio services? If it does make the reduction the public will benefit.

## Railroad Claims Collected

Send in Claims of every description. No collection. No pay.

**The Security Adjustment Co., Inc.**

1132 Builders Exchange Bldg. MINNEAPOLIS, MINN.

References: Any bank, mercantile agency, commission firm or editor of this publication.



## Seeds

NAMPA, IDA.—E. H. Howland purchased the Nampa Seed & Grain Co.

NEWARK, O.—C. S. Osburn & Co., grain dealers, are adding seeds to their business.

CLINTON, MO.—R. S. Carter succeeds J. D. Wackerman in the seed, feed and flour business.

DAYTON, WASH.—J. M. Lewis has opened a seed store. He will deal in field and garden seeds.

CHICAGO, ILL.—Hales & Hunter opened a new field seed department, to be in charge of Chas. A. Heath.

ORD, NEB.—The Weekes Seed House elevator was burned recently with a loss estimated at \$15,000.

CLARKSDALE, MISS.—The Delta Pure Seed Ass'n has been formed here to produce pure seeds. Six counties are included.

PARIS, ILL.—The Witt Seed House burned recently. The fire is believed to have been part of a plot to burn the entire town.

IDAHO FALLS, IDA.—Rogers Bros. Seed Co. is building an addition to its office building to enlarge storage space and install new machinery.

EVANSVILLE, IND.—The Heldt Co. incorporated for \$100,000 to deal in seeds and hardware. Directors are John Heldt, Ernest Monroe and Owen Monroe.

FLORA, ILL.—The Egyptian Seed Growers Exchange has registered a design consisting of a red top as trade mark No. 170,759, to describe grass and field seeds.

ATLANTIC CITY, N. J.—The Ass'n of Commercial Seed Analysts will hold its annual meeting at this place June 25 to 28. Headquarters will be at the Hotel Traymore.

LA PRAIRIE, ILL.—We intend to arrange for a grass seed room and will install a cleaner so we can better handle grass seeds.—La Prairie Farmers Co-op. Elevator Co., D. A. Alexander, mgr.

SCOTT, MICH.—Farmers are busy seeding and seed business is good. We expect to rebuild and install more complete seed cleaning equipment. We will repaint all buildings.—White Bros.

WASHINGTON, IA.—The Bruns Seed Co. plant was entered, the safe blown open and \$50 in stamps and \$20 in cash taken. Papers and documents were burned by the explosion.—J.

BOISE, IDA.—The Gallatin Valley Seed Co. of Bozeman, Mont., has been capitalized in this state for \$50,000, of which \$32,000 has been subscribed. C. A. Parker of St. Anthony is Idaho agent.

### Receipts and Shipments of Seeds.

Receipts and shipments of seed at the various markets during April, compared with April, 1922, were as follows:

	Receipts		Shipments	
	1923	1922	1923	1922
<b>FLAXSEED.</b>				
Chicago, bus..	78,000	36,000	29,000	2,000
Duluth, bus..	56,874	138,124	25,901	48,649
Fort William, Ont. ....	80,223	79,240	23,496	133,788
Milwaukee, bus.	18,700	21,425	70,644	21,073
Minneapolis, bus.	475,910	258,180	57,050	51,780
Montreal, bus.	9,400	6,856		
New Yk., bus.	1,868,700			
Winnipeg, bus.	265,500			
<b>TIMOTHY.</b>				
Chicago, lbs..	1,243,000	780,000	2,221,000	2,129,000
Milwaukee, lbs.	1,042,468	231,415	1,561,528	1,075,101
New Yk., bags	5,600		1,489	
Toledo, bags..	792	439	3,164	5,323
<b>CLOVER.</b>				
Chicago, lbs..	845,000	1,009,000	818,000	1,030,000
Milwaukee, lbs.	168,588	226,006	2,179,037	1,434,818
Toledo, bags..	2,472	1,517	9,666	8,248
<b>KAFIR AND MILO.</b>				
Wichita, bus..	6,000		6,000	19,200
Kas. City, bus.	138,600	312,400	126,000	185,000
St. Jos., bus..	3,000			1,500

TOLEDO, O.—We continue to receive numerous damage reports. Some state considerable clover is frozen out, while others that fields are being plowed up.—Southworth & Co.

BOSTON, MASS.—The stock of T. Emerson Co., seed dealers, was damaged by smoke and water recently when a fire occurred in a wholesale grocery building adjoining the seed company's building.

DES MOINES, IA.—The annual meeting of the Iowa Seed Dealers Ass'n will be held in the Chamber of Commerce, Savery Hotel, on June 6. Officers for the coming year will be elected.—A. M. Eldridge, sec'y.

LOS ANGELES, CALIF.—The California Bean Dealers Ass'n met April 24 to establish a standard for lima and Henderson bush beans. Nothing definite was decided so the ass'n will meet again for the same purpose.

KNOXVILLE, TENN.—The Southern Seedsmen's Ass'n will hold its annual meeting here June 22 and 23, with headquarters at the Hotel Faragut. All efforts are being made to entertain the visiting seedsmen and a good program will be arranged.

CINCINNATI, O.—Our trade, both retail and wholesale, on clovers and grass seed was not up to standard during February and March, but April has been far above other years and as a whole we think we will have more business this year than we did last year.—Robt. O. Strong, pres., Cincinnati Seed Co.

CHICAGO, ILL.—Simeon Field Leonard, pres. of the Leonard Seed Co., died April 23 at Pasadena, Calif., where he had gone to spend the winter. He was born in Chicago in 1852 and since 1884 had been pres. of the seed company. He was also vice-pres. of the American Seed Trade Ass'n. His wife and four children survive him.

BLOOMINGTON, ILL.—Very few clover fields came thru the winter in good condition. Surplus clover seed is up better than we expected 30 days ago. Better than average demand for alfalfa. Owing to shortage of labor farmers are being forced into larger acreage of hay crops. Everything points to inadequate supply of soy beans for late planting.—Funk Bros. Seed Co.

OMAHA, NEB.—The Western Seedsmen's Ass'n held its annual spring meeting at the Fontenelle Hotel, April 14. About 25 dealers were present and were given a dinner at the Athletic Club. All officers were re-elected. They follow: F. W. Mangelsdorf, Atchison, Kan., pres.; C. Chesmore, St. Joseph, Mo., vice-pres.; H. Windheim, Omaha, treas.; M. F. Wilhelmi, Lawrence, Kan., sec'y.

EDMONTON, ALTA., CAN.—Approximately 16,000 bus. of seed grain has been marketed for farmers by the government-owned seed grain cleaning and grading plant since its opening last fall. Under the agreement with farmers, the government advances 65 per cent of the commercial elevator price and gives a certificate covering the remainder. The seed is then marketed and expenses of handling deducted before the farmer receives the balance due. More than 100,000 bus. of seed grain is the estimate of the seed to be marketed by the plant this year. If the government is to run seed cleaning plants why not do it all as attempted by the Russian Soviet?

OLYMPIA, WASH.—A bill to amend the statutes relating to the certification of agricultural and vegetable seeds passed the legislature recently. It makes it unlawful for any person to represent by certificate, advertisement, label or brand that seeds are certified unless the seed has been inspected. Seeds certified in other states are excepted. No seeds containing wild morning glory, Canada thistle or corn cockle seed shall be sold. License fees established are: Wholesalers, \$200 annually; retailers in cities of first or second class, \$10; third class, \$5; and \$1 for all others. Dealers who buy seeds from licensed wholesalers or who buy seeds grown in the state shall not be required to pay license fees.

LOUISVILLE, KY.—A fairly active late trade has reduced stocks of nearly all seed in this territory to a very low point, with the exception of Kentucky blue grass, which we understand has a large carry-over by the farmers' pool. The general acreage of grass and clover seed will be planted in our territory but considerable early sown clover was killed by freezes.—National Seed Co.

TOLEDO, O.—Prime timothy has been defined in the following rule adopted by the Toledo Produce Exchange, April 25: Prime timothy must be fair color, dry, sound, reasonably clean. Purity shall not be lower than 99.50%. Weed seed contents shall not be in excess of one-quarter of one per cent, nor in excess of one-tenth of one per cent of any one variety. This rule to be effective on all trades in future timothy, beginning August 1, 1923.

MINNEAPOLIS, MINN.—We received a cable from Buenos Aires stating that the total exports were 26,000,000 bus. of flaxseed and that freight bookings indicate a further 6,000,000 bus. to be shipped during the month of May. The Argentine government maintains the exportable surplus will not exceed 42,000,000 bus., but it barely seems possible that over 75% of the crop could be shipped in 5 months and we think final figures will show an exportable surplus of nearer 50,000,000 bus. If the Argentine government is correct, world supplies of flax may run short before the marketing of the U. S. crop. We receive many reports from the Northwest of the farmers' interest in flax and indications point toward a healthy increase in acreage.—Archer-Daniels Linseed Co.

RICE is now grown successfully near New Albany, Ind., by Fred J. Seng, who came from Arkansas last year. Several acres in the Muddy Fork bottoms were planted last year and the rice was found to be harder and better than that grown in Arkansas. Fifty bushels of seed have been received from Arkansas and he will plant 40 acres this year.—C.

## ELLIS DRIERS

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The air circulation in an ELLIS DRIER is intensive. That is, we use the Double Pressure System, which means the grain layer is dried on both sides at the same time, producing an evenly dried and thoroughly cooled product. The grain layers are thin— $4\frac{3}{4}$  inches to be exact—and are of even thickness throughout the length of the grain column.

The use of a thin grain layer coupled with the Double Pressure System insures your grain being evenly dried and safe for shipment. These features are exclusive in the ELLIS DRIER, and they are but two of the many reasons why you should specify the "ELLIS."

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**THE ELLIS DRIER CO.**  
Roosevelt Road and Talman Ave.  
CHICAGO, U. S. A.



## Patents Granted

**1,453,961. Sack Holder.** Carl Walldow, San Jose, Calif. The sacker is comprised of a frame, a hopper having downwardly and inwardly inclined sides pivotally mounted thereon, spaced pins arranged on each of two opposite sides of the hopper to assume a vertical position when the hopper is in an operative position, and means carried by a portion of the pins for engaging the frame to support the hopper thereon.

**1,450,792. Grain Door.** John R. Billings, Jr., Durham, N. C. The grain door comprises a body portion formed of a pair of sections, means for hinging the sections together near top and bottom edges, a locking bar comprised of a pair of opposed sections hingedly united at opposed ends and each hingedly united near each end to a door section whereby the bar sections operate to lock the door sections when in one position and permit the door section to collapse when in their other position.

**1,452,457. Apparatus for Separating Seeds.** Edgar D. Eddy, Toronto, Ont., Can. In seed and grain separators there is a combination of a casing adapted to be filled with liquid and an enclosed hollow seed separating rotor. Means are provided for introducing liquid and the seeds or grain to be separated therein into the rotor, means for introducing liquid under pressure into the casing, adjustable discharge means at the bottom of the casing and adjustable means for feeding liquid into the casing.

**1,451,759. Automatic Weighing Apparatus for Loose Materials.** Gustav A. Bruhn, Harburg-on-the-Elbe, Germany, assignor to Fried. Krupp Aktiengesellschaft, Essen-on-the-Ruhr, Germany. The weighing apparatus for fluent substances, including liquids, is comprised of a driving mechanism, a plurality of weighing receptacles, means for controlling the charging and discharging of such receptacles, means for temporarily connecting the driving mechanism to the charging and discharging controlling means, and mechanism operated by the movement of the receptacles when filled or empty to control the connecting means.

**1,450,842. Grain Car Door.** J. E. Drake, Blue Rapids, Kan. The auxiliary grain car door includes sections hinged together and presenting an opening between the opposed ends of the sections, a closure for the opening swingably mounted on one section, a lock bar U-shaped in cross section secured to one section and adapted to overlie the outer face of the closure to lock it in place, the lock bar also serving to hold the sections and the closure in alignment and securing means on the other section for the opposite end of the lock bar, said securing means comprising a pivoted latch adapted to lie over the free end of the lock bar and a sliding keeper to engage both the end of the bar and the latch.

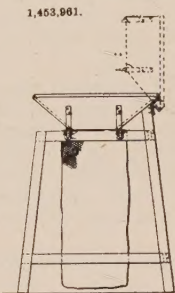
**1,451,118. Electric Steelyard Weighing Machine.** Kornelius Schember, Atzgersdorf, near Vienna, Austria, and Rudolph Joksche, Prague, Karolinenthal, Czechoslovakia. There is a combination, in an automatic electric steelyard weighing machine, of a plurality of steelyards, and traveling poises. It has electric circuits, contacts therein, a drawing mechanism for the poises and testing device, comprising a pressure balancing device which is inoperative in the position of equilibrium of the weighing

mechanism and occupies a position of adjustment differing according to the size of load, and which serves for the selective actuation of the said contacts, whereby the circuits for the movement of the several traveling poises are automatically controlled.

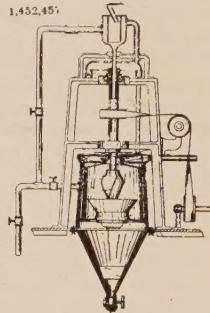
**1,450,461. Grain Elevator.** H. B. Straight, Adel, Ia. The elevator has a combination of a reinforced circular wall, the wall being provided with a floor having the shape of an inverted truncated cone, the center of the truncated portion of the cone being near the outside of the wall, a semi-circular wall designed to rest on the outer edge of the truncated portion of the floor having its edges formed integral with the wall member, the interior of the wall being provided with a series of divergent partition walls having their ends radiating from the convex surface of the semi-circular wall and extending across the interior of the first wall, the ends of the partition walls being formed integral with the said walls, door openings near the bottom of the semi-circular walls, one communicating with each of the bins formed by the partition walls, and means for opening and closing the door openings.

Power required by grain separators is said to approximate 2 h.p. for a capacity of 25 bus. per hour;  $2\frac{1}{2}$  for 55 bus.; 3 for 80 bus.; 4 for 110 bus.; 5 for 155 bus.; 7 for 800 bus., and 7 h.p. for 1,400 bus. per hour.

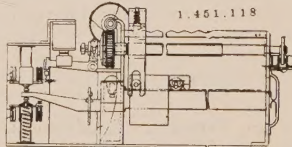
1,453,961.



1,452,457.



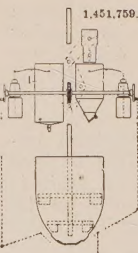
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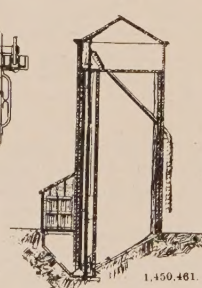
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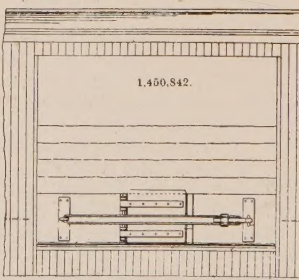
1,451,759.



1,450,461.



1,450,842.



## Insurance Notes.

A LICENSE to do business in Canada has been granted the Mill Owners Mutual Fire Ins. Co., Des Moines, Ia. Seneca Jones & Son, Hamilton, Ont., are agents.

FRICTION is an ever present hazard in an elevator and fire losses therefrom can be prevented only by proper oiling and adjustment of machinery. Fires from this cause are apt to smoulder hours before breaking out.—*Our Paper.*

TO AVOID complications in settlement of fire losses on property covered by policies in different companies the written in portions of the policies should read the same, exactly. Itemizing the property in one policy and in the other policy specifying certain amounts of insurance on several items, will not help, even tho the totals be the same.

CHICAGO, ILL.—There will be no change in the management of the Integrity Mutual Casualty Co., following the assumption by J. C. Adlerly of the duties of pres. of the Ohio Millers Mutual Fire Ins. Co. The latter will establish an office in the same building with the Integrity Mutual, as headquarters, while retaining the office at Canton, O., as an investment office.

LUVERNE, MINN.—We have found exhaust pipes resting on wood. These should be protected by asbestos and should have a clearance of at least three inches. One elevator operator built his fire in the morning and went up town for his mail, leaving the drafts open. Had the inspector not appeared, another elevator fire would have occurred. As fires mean a loss of business to the dealer, less dividends and an increase in insurance cost, elevator operators should do all in their power to prevent possible fires.—E. H. Moreland, sec'y Tri-State Mutual Grain Dealers Fire Ins. Co.

THE Indian Director of Statistics of Calcutta, India, estimates the production of wheat in India for the 1922-23 season at 425,563,000 bus. from 30,550,000 acres, compared with 366,352,000 bus. from 28,234,000 in 1921-22, and 344,587,000 bus. from 30,322,000 acres the five-year average 1916-20.

## Books Received

FIFTY YEARS OF FARMERS ELEVATORS IN IOWA is a valuable history of the efforts made by grain growers in the state to ship and sell grain for their own account. It recounts the rise of the "grange" elevators to a total number of 28 in 1874 and the fall to none in 1883 and gives the reasons for the movement's decay. The second farmers elevator movement, the Farmers Alliance, also is analyzed, with an explanation of the death of 18 of the 22 organized in the years 1886 to 1892. The third farmers elevator movement is ascribed by the author as due to paid organizers from two Chicago receiving firms, the number of farmers elevators increasing to 354 in 1914. The maximum of 511 companies in the state in 1921 operated 531 houses, altho about 50 of those established since 1904 have gone out of business. The author says, "There are at least three definite factors which enter to make the present an extremely critical period \* \* \* the years just ahead of us may mark a period of distress and even decline in numbers and volume of business of the farmers elevators." The author concludes that the directors of the companies do not give their managers the equipment and salaries required for good management. Classified according to salary 11 elevators paid the manager less than \$1,000; 44 paid \$1,000 to \$1,499; 208 paid \$1,500 to \$1,999; 131 paid \$2,000 to \$2,499; 15 paid \$2,500 to \$2,999; 18 paid \$3,000 to \$3,999; 4 paid \$4,000 to \$4,999, and one paid \$5,000; 3 paid a commission and 4 paid salary and commission. Bulletin No. 211, by E. G. Nourse, 37 pages; Agricultural Exp. Station, Iowa State College of Agriculture, Ames, Ia.

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Our 50 gallon Metal Fire Barrels will save you any worry. Complete with 3 buckets hung on hooks and submerged in anti-freeze solution ready for instant use.

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*Mill and Elevator Department*  
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39 So. La Salle St. Chicago, Ill.

### The "Grain Dealers Mutual"

No. 5.

When the "Grain Dealers Mutual" was organized twenty years ago, it adopted the prevailing rates on elevators. These averaged \$31.00 per \$1,000. Through BETTER CONSTRUCTION — MORE CARE — FEWER FIRES, we have reduced the average cost to \$8.89 per \$1,000, with a further credit of 10% for self inspection reports.

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DEPARTMENT  
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C. A. McCOTTER  
Secretary  
Indianapolis  
Indiana

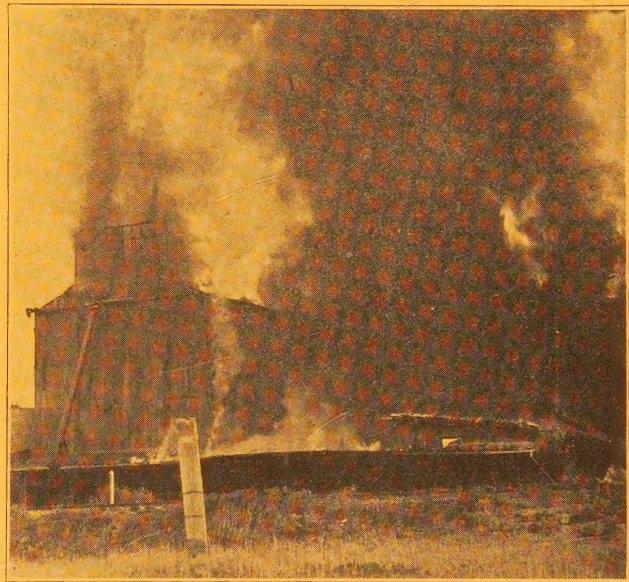
The Company that has reduced the cost of elevator insurance.

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A Legal Reserve Mutual Fire Insurance Company

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Worthington, Minn.

E. H. Moreland, Sec'y

Luverne, Minn.

### Tri-State Mutual

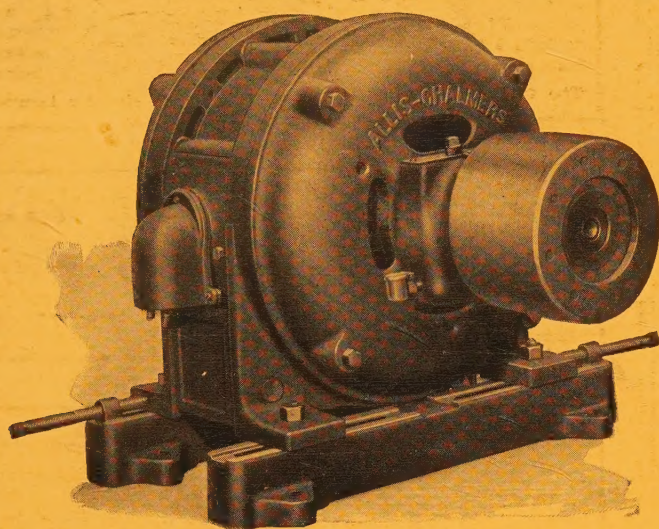
### Grain Dealers' Fire Insurance Company LUVERNE, MINN.

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We have returned 50% of the Deposit Premium for 20 years.  
Let us tell you about our Provisional and Short Term Grain Insurance. 100% Protection all the time.



The GRAIN DEALERS JOURNAL.

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A new Motor of new design throughout, taking full advantage of all improvements and advances made during recent years.

Type "AR" motors are designed with exceeding ruggedness, cast steel in place of cast iron being a prominent feature.

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Bearings are of liberal design with spacious oil-wells.

Insulation is of highest grade, stator being treated with baked-on insulating varnish making the whole structure dust and moisture proof.

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